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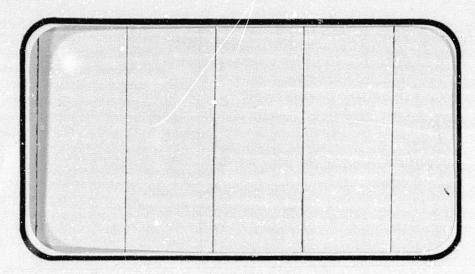
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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION



(NASA-CR-147606) RESULTS OF TEST MA22 IN THE NASA/Larc 31-INCH CFHT ON AN 0.040-SCALE MODEL (32-0) OF THE SPACE SHUTTLE CONFIGURATION 3 TO DETERMINE FCS JET FLOW FIELD INTERACTION. VOIUME 3 (Chrysler N76-27331 HC\$21.25

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SPACE SHUTTLE

AEROTHERMODYNAMIC DATA REPORT

JOHNSON SPACE CENTER HOUSTON, TEXAS



DATA MANagement services



DMS-DR-2267
NASA CR-147,606
VOLUME 3 OF 4
RESULTS OF TEST MA22 IN THE NASA/Larc 31-INCH CFHT
ON AN 0.010-SCALE MODEL (32-0) OF THE
SPACE SHUTTLE CONFIGURATION 3 TO DETERMINE
RCS JET FLOW FIELD INTERACTION

by

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Prepared under NASA Contract Number NAS9-13247

by

Data Management Services Chrysler Corporation Space Division New Orleans, La. 70189

for

Engineering Analysis Division

Johnson Space Center National Aeronautics and Space Administration Houston, Texas

WIND TUNNEL TEST SPECIFICS:

Test Number:

Larc CFHT 118

NASA Series Number: Model Number: MA22 32-0

Test Dates:

May 6, 1975 through June 3, 1975

Occupancy Hours:

168

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RESULTS OF TEST MA22 IN THE NASA/LaRC 31-INCH CFHT

ON AN 0.010-SCALE MODEL (32-0) OF THE

SPACE SHUTTLE CONFIGURATION 3 TO DETERMINE

RCS JET FLOW FIELD INTERACTION

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ABSTRACT

Test MA22 was conducted in the Langley Research Center 31-inch Continuous Flow Hypersonic Wind Tunnel from May 6, 1975 through June 3, 1975. The primary objectives of this test were the following: 1) to study the ability of the wind tunnel to repeat, on a run-to-run basis, data taken for identical configurations to determine if errors in repeatability could have a significant effect on jet interaction data, 2) to determine the effect of model heating on jet interaction, 3) to investigate the effects of elevon and body flap deflections on RCS jet interaction, 4) to determine if the effects from jets fired separately along different axes can be added to equal the effects of the jets fired simultaneously (super position effects), 5) to study multiple jet effects, and 6) to investigate area ratio effects, i.e., the effect on jet interaction measurements of using nozzles with different area ratios in the same location. The model used in the test was a .010-scale model of the Space Shuttle Orbiter Configu-

ABSTRACT (Concluded)

ration 3. The test was conducted at Mach 10.3 and a dynamic pressure of 150 psf. RCS chamber pressure was varied to simulate free flight dynamic pressures of 5, 7.5, 10, and 20 psf.

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SCHEDULE OF COEFFICIENTS PLOTTED:

- (A) CN, CLM, CAU, CBL, CYN, CY versus ALPHA
- (B) CLM, CN versus ALPHA
- (C) CBL, CYN versus BETA
- (D) CN, CLM, CAU, CBL, CYN, CY versus TEMP
- (E) DLTCN, DLTCLM, DLTCAU, DLTCBL, DLTCYN, DLTCY versus TEMP
- (F) DLTCN, DLTCLM, DLTCAU, DLTCBL, DLTCYN, DLTCY versus ALPHA
- (G) N(NF), N(PM), N(AF), N(RM), N(YM), N(SF) versus QA/T
- (H) N(PM), N(RM), N(YM), N(NF), N(AF), N(SF) versus ALPHA
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NOMENCLATURE General

SYMBOL	SADSAC SYMBOL	DEFINITION
9		speed of sound; m/sec, ft/sec
c_p	CP	pressure coefficient; $(p_1 - p_{\infty})/q$
М	ма сн	Mech number; V/a
p		pressure; N/m ² , psf
q	Q(NSM) Q(PSF)	dynamic pressure; $1/2\rho V^2$, N/m^2 , psf
RN/L	rn/l	unit Reynolds number; per m, per ft
v		velocity; m/sec, ft/sec
æ	ALPHA	angle of attack, degrees
β	BETA	angle of sideslip, degrees
ψ	PSI	angle of yaw, degrees
$oldsymbol{\phi}$	PHI .	angle of roll, degrees
ρ		mass density; kg/m^3 , $slugs/ft^3$
	R	eference & C.G. Definitions
Аъ .		base area; m ² , ft ²
ъ	EREF	wing span or reference span; m, ft
c.g.		center of gravity
$\ell_{ ext{REF}}$	LREF	reference length or wing mean aerodynamic chord; m, ft
S	SREF	wing area or reference area; m^2 , ft^2
	MRP	moment reference point
	XMRP	moment reference point on X exis
	YMRP	moment reference point on Y axis
	ZMRP	moment reference point on Z axis
SUBSCRII b l s t w	PTS	base local static conditions total conditions free stream

NOMENCLATURE (Continued)

Body-Axis System

	SYMBOL	SADSAC SYMBOL	DEFINITION
	$\mathbf{C}^{\mathbf{N}}$	CN	normal-force coefficient; normal force qS
	$c_{\mathtt{A}}$	CAU	axial-force coefficient; $\frac{\text{axial force}}{\text{qS}}$ (uncorrected)
	c_{Υ}	CY	side-force coefficient; side force
	$^{\mathrm{c}}_{\mathrm{A}_{\mathrm{b}}}$	CAB	base-force coefficient; base force
			$-A_b(p_b - p_{\infty})/qS$
	$c_{A_{\vec{\mathbf{T}}}}$	CAF	forebody axial Force coefficient, c_{A} - c_{Ab}
	C _m	CLM	pitching-moment coefficient; pitching moment qSL_{REF}
	c_n	CYN	yawing-moment coefficient; yawing moment qSb
	c _£	CBL	rolling-moment coefficient; rolling moment
			Stability-Axic System
	$\mathbf{c}_{\mathtt{L}}$	CL	lift coefficient; lift qS
	$c_{\mathbf{D}}$	CD	drag coefficient; drag qS
	c_{D_b}	CDB	base-drag coefficient; base drag
	$\mathbf{c}_{\mathtt{D_{f}}}$	CDF	forebody drag coefficient; c_D - c_{D_b}
	$c^{\mathtt{X}}$	CY	side-force coefficient; side force qS
ORIGINAL PAGE IS	C _m	CLM	pitching-moment coefficient; pitching moment qSLREF
OF POOR QUALITY	C _n .	CLN	yawing-moment coefficient; yawing moment qSb
	c ℓ	CSL	rolling-moment coefficient; rolling moment qSb
	L/D	T/D	lift-to-drag ratio; C _L /C _D
	L/D _f	L/DF	lift to forebody drag ratio; $c_{\rm L}/c_{\rm Df}$

NOMENCLATURE (Continued)

Symbol .	Plot Symbol	<u>Definition</u>
ν _e		nozzle exit area, in ²
$\mathtt{c}_{\mathtt{lj}}$		RCS jet rolling moment coefficient, $(T_{\ell_{\ell}})/(qSb)$
С _{М ј}		RCS jet pitching moment coefficient, $(T_{\ell_m})/(qS\bar{c})$
c_{n_j}		RCS jet yawing moment coefficient, $(T_{\ell_{\eta}})/(qSb)$
${\sf c}_{\sf A_j}$		RCS jet axial force coefficient, (T)/(qS)
$\mathbf{c_{N_j}}$		RCS jet normal force coefficient, (T)/(qS)
c_{Y_j}		RCS jet side force coefficient, (T)/(qS)
е		nozzle expansion ratio
h		altitude, feet
ki		model nozzle thrust calibration factor, lbs/psia
L _Q		RCS nozzle rolling moment arm, in
£ _m		RCS nozzle pitching moment arm, in
^L n		RCS nozzle yawing moment arm, in
^l orb		Orbiter body length, in
LH		left hand side
™j		RCS jet mass flow rate, 1bm/sec
Mj		RCS jet exit Mach number
Ng	N(RM)	RCS roll jet amplification factor, $(\Delta C_{\ell})/(C_{\ell j})$

NOMENCLATURE (Continued)

Symbol	Plot <u>Symbol</u>	<u>Definition</u>
٧m	N(PM)	RCS pitch jet amplification factor, $(\Delta C_m)/(C_{m_j})$
Nn	N(YM)	RCS yaw jet amplification factor, $(\Delta C_n)/(C_{n_j})$
NA	N(AF)	RCS axial force jet amplification factor, $(\Delta C_{A_j})/(C_{A_j})$
ии	N(NF)	RCS normal force jet amplification factor, $(\Delta C_N)/(C_{N_j})$
Ny	N(SF)	RCS side force jet amplification factor, $(\Delta C_{Y})/(C_{Y_{\c j}})$
Рс	PCRCS	model RCS nozzle plenum chamber pressure, psia
Рj		RCS jet exit pressure, psia
RCS		reaction control system
RH		right hand side
RT		product of RCS nozzle gas constant and temperature, (ft-1b)/1b
T		RCS thrust, 1bs
т _с	TCRCS	RCS chamber temperature, °R
U		velocity, ft/sec
Uj		RCS jet velocity, ft/sec
x _o		Orbiter longitudinal station, in
Yo		Orbiter lateral station, in
Zo		Orbiter vertical station, in
ΔC _Q	DLTCBL	incremental rolling moment coefficient due to RCS jet interaction

NOMENCLATURE (Continued)

Symbol	Plot <u>Symbol</u>	<u>Definition</u>
ΔCm	DLTCLM	incremental pitching moment coefficient due to RCS jet interaction
ΔCn	DLTCYN	incremental yawing moment coefficient due to RCS jet interaction
ΔCN	DLTCN	incremental normal force coefficient due to RCS jet interaction
ΔCγ	DLTCY	incremental side force coefficient due to RCS jet interaction
ΔC _A _u	DLTCAU	incremental axial force coefficient due to RCS jet interaction (uncorrected for base pressure)
Υ		jet gas specific heat ratio
Σkį		sum of model nozzle thrust calibration factors for all nozzles installed on model during a given test run, lbs/psia
Θ		RCS nozzle angle, deg.
T/qA	T/QA	RCS thrust divided by freestream dynamic pressure times unit area
	T/QA-1	one jet RCS thrust divided by freestream dynamic pressure times unit area
ΔN _Q	DN(RM)	incremental RCS jet amplification factor - rolling moment
ΔN_{m}	DN(PM)	<pre>incremental RCS jet amplification factor - pitching moment</pre>
ΔN _n	DN(YM)	incremental RCS jet amplification factor - yawing moment
ΔN_N	DN(NF)	incremental RCS jet amplification factor - normal force

NOMENCLATURE (Concluded)

Symbol	Plot Symbol	Definition
ΔN_{Y}	DN(SF)	incremental RCS jet amplification factor - side force
ΔNA	DN(AF)	incremental RCS jet amplification factor - axial force
σ		one standard deviation from the mean
X.		computed mean
δBF	BDFLAP	Orbiter body flap surface deflection angle, positive deflection trailing edge down, degrees
δ _е	ELEVON	Orbiter elevon surface deflection angle, positive deflection trailing edge down, degrees
	NO. JET	number of RCS jets firing
	TEMP	wing temperature, degrees Fahrenheit

REMARKS

After being subjected to Mach 10 airflow at a dynamic pressure of 150 psf for a period of time, wind tunnel models tend to heat up to temperatures as high as 500°F. Therefore, in an effort to determine whether or not model heating could affect jet interaction measurements, the model was inserted into the tunnel and data was taken as the model heated up. At each data point the temperature of the model wing was recorded by hand. These temperatures can be found in Table VII. Both RCS jets-on and RCS jets-off data were taken as a function of wing temperature. Little effect was observed.

CONFIGURATIONS INVESTIGATED

Three kinds of model changes were required for this test: 1) body flap, 2) elevons, and 3) non-metric RCS nozzle blocks. Twenty two nozzle blocks were used in this test. Nozzles N43, N44, N47, N48, N49, N50, N51, N52, and N61 were used in tests OA85 and OA105. Nozzles N31, N32, N33, N34, N36, and N37 were used in test LA25. Nozzles N78, N79, N81, N82, N83, N84, and N85 were used in test OA82. Nozzle configurations are summarized in Table IV.

Two body flap configurations, in addition to the zero degree setting, were tested. The body flap deflections tested were 13.75° and -14.25°. Similarly, elevon deflections tested were 10° and -30°.

INSTRUMENTATION

The LaRC 0.75-inch six-component 2019A internal balance was used for this test program.

No model base or balance chamber pressures were measured during the test. The RCS supply pressure was set and monitored at the plenum chamber between the left hand and right hand RCS nozzle blocks.

TEST FACILITY DESCRIPTION

The Mach 10 nozzle of the Langley Continuous Flow Hypersonic Tunnel is designed to operate at stagnation pressures of 15 to 150 atmospheres at temperatures up to 1960° R. Air is preheated electrically by passing through a multi-tube heater. The nozzle has a 31-inch square test section which incorporates a moveable second minimum. Continuous operation is achieved by passing the air through a series of compressors. Additional information on this facility is given in NASA TM X-1130 entitled, "Characteristics of Major Active Wind Tunnels at the Langley Research Center", by William T. Schaefer, Jr.

DATA REDUCTION

Aerodynamic forces and moments were reduced to coefficient form using the following reference dimensions:

Reference Area:

$$S = 0.269 \text{ ft}^2 (38.736 \text{ in}^2), \text{ model scale}$$

= 2690.0 ft², full scale

Reference Lengths:

The moments were reduced about a moment reference center located at:

Orbiter station 10.767 at
$$Y_0$$
 = 0.00 and Z_0 = 3.75 model scale X_0 = 1076.7, Y_0 = 0.0, and Z_0 = 375.0 full scale

Standard LRC data reduction techniques were employed for reducing the data to coefficient form.

Reduced coefficient data were used to determine RCS jet interaction amplication factors. Incremental coefficient data (ΔC_m , ΔC_{ϱ} , ΔC_n , ΔC_{ϱ} , and $\Delta C_{A_{ij}}$) were computed to provide effects of RCS jets. Amplification factors were computed for each plane of action:

$$N_{m} = \frac{\Delta C_{m}}{C_{m_{j}}} = \frac{\Delta C_{m}}{(T \ell_{m_{j}})} = \frac{qS\vec{c}}{P_{c}\ell_{m}\Sigma k_{j}} \Delta C_{m}$$

$$N_{\hat{\mathbf{g}}} = \frac{\Delta C_{\hat{\mathbf{g}}}}{C_{\hat{\mathbf{g}}}} = \frac{\Delta C_{\hat{\mathbf{g}}}}{(T_{\hat{\mathbf{g}}})} = \frac{qSb}{P_{\hat{\mathbf{g}}} \mathcal{L}_{\hat{\mathbf{g}}} \Sigma k_{\hat{\mathbf{j}}}} \Delta C_{\hat{\mathbf{g}}}$$

DATA REDUCTION (Continued)

$$N_{n} = \frac{\Delta C_{n}}{C_{nj}} = \frac{\Delta C_{n}}{(\frac{T\ell_{n}}{aSb})} = \frac{aSb}{P_{c}\ell_{n}\Sigma k_{i}} \Delta C_{n}$$

$$N_N = \frac{\Delta C_N}{C_{Nj}} = \frac{\Delta C_N}{(\frac{T}{CS})} = \frac{qS}{P_C \Sigma k_j} \Delta C_N$$

$$N_{\gamma} = \frac{\Delta C_{\gamma}}{C_{\gamma_{\hat{j}}}} = \frac{\Delta C_{\gamma}}{(\frac{T}{\sigma S})} = \frac{qS}{P_{c}\Sigma k_{\hat{1}}} \Delta C_{\gamma}$$

$$N_A = \frac{\Delta C_{A_U}}{C_{A_j}} = \frac{\Delta C_{A_U}}{(\frac{T}{GS})} = \frac{qS}{P_C \Sigma k_j} \Delta C_{A_U}$$

where

RCS pitch jet moment arm 4.523 in model scale

RCS roll jet moment arm

1.110 in model scale

RCS yaw jet moment arm

4.588 in model scale

sum of k_i 's for all nozzles firing in the same thrust plane, k; given in Table VI

$S,\bar{c},b = as given above$

The resulting factors (N's) represent amplification of Orbiter aerodynamic forces caused by RCS jet interaction with the Orbiter flow field. They are normalized by RCS jet thrusts to allow easy use in control analysis.

The incremental RCS jet amplification factors due to a control surface deflection of amount "a" were computed as follows:

DATA REDUCTION (Concluded)

$$\Delta N_{m} = N_{m_{\delta=a}} - N_{m_{\delta=0}}$$

$$\Delta N_{\ell} = N_{\ell_{\delta=a}} - N_{\ell_{\delta=0}}$$

$$\Delta N_{n} = N_{n_{\delta=a}} - N_{n_{\delta=0}}$$

These factors (ΔN 's) represent the incremental effect of control surface deflections on RCS jet interaction.

The incremental coefficient data do not include thrust forces since the model nozzles were non-metric. Increments and amplification factors were computed for each force and moment plane using data from each nozzle that was tested. This provides both direct (e.g. ΔC_m due to pitch jet) and cross-coupling (e.g. ΔC_m due to yaw jet) effects. Resulting data are presented in the data figures.

Ti-

REFERENCES

1. DMS-DR-2195 (NASA-CR-134,442) "Results of Test OA82 in the NASA/LRC 31-Inch CFHT on an O.010-Scale Model (32-0) of the Space Shuttle Configuration 3 to Determine RCS Jet Flow Field Interaction and to Investigate RT Real Gas Effects" by D. E. Thornton, January 1975.

ST # MA22			DATE: July, 1975
	TEST CON	IDITIONS	
	REYNOLDS NUMBER	DYNAMIC PRESSURE	STAGNATION TEMPERATUR
MACH NUMBER	(per unit length)	(pounds/sq.ft.)	(degrees Fahrenheit)
10.3	1.0 x 10 ⁶	150.0	1350
		,	
BALANCE UTILIZED:	LaRC 2019A		·····
	CAPACITY:	ACCURACY:	COEFFICIENT Tolerance:
NF	70 1bs	0.35 lbs	
SF	25 1bs	<u>0.125 lbs</u>	
AF	15 lbs	0.075 lbs	
PM	<u>70 in-1bs</u>	<u>0.35 in-l</u> bs	
RM	<u>15 in-1bs</u>	<u>0.075 in</u> -1bs	7
YM	<u>25 in-lbs</u>	<u>0.125 in-</u> 1bs	
COMMENTS:			
		-	

Ø1 = B19 C7 E23 F5 M6 R5 V7 W107

[&]quot;5" DATASETS CONTAIN GROSF), PCRCS, T/RA, L/D as dependent variables.

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TEST: CFHT 118 (MA-22)

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DATA SET	CONFIGURATION	SC	CHO				PARAMET	ERS/VALI	JES	The state of the s	NO.	ACH NUMBE	RS	*****
DENTIFIER	CONFIGURATION	a	ــــا	Jets	T/QA-1	Se	Spe			F	NO. OF UNS 10			
RJA240	Ø1N79N78	А	00	2	0.0	00	13.75				240			
241					47.5						241			
242					95.0					ξ	21+2			-
243	4			V	190.0						243			
244	Ø1N79			1	0.0						244			-
245				T	47.5						245			-
246	•				95.0						246			_
247	. ↓			\lor	190.0						247			_
248	Ø1N85N50			2	47.5						248		-	
249				丁	95.0						249			-
250	₩		1		127.7					 	250			1
251	Ø1N49 ·		1.		47.5						251		-	-
252			1		95.0						252		-	-
253	<u></u>		1	V	190.0						253		+	-
	Ø1N83	777	1	3	47.5	1				1	254		 	1
255			T	T	95.0	+					255		+	-
256			T		190.0		*				256		+	1
Y 257	1		\	V	0.0	1	-14.25				257		-	1
7	13 19			25	31		37	43	49	55	61	очин очинального горона. 67	7	. <u>.t</u> 75
بلب	$ \begin{array}{ccc} B & A, $	_1_1_	لـــــ				11111	ــــــــــــــــــــــــــــــــــــــ				<u>L.</u>		h

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DATA SET	CONFIGURATION	SC	HD.				PARAME:	ERS/VAL	υES		NO.	M	АСН МИМВЕ	RS
DENTIFIER	CONTIGURATION	a.	β	Jet	TRAT	Se	SpE				RUNS	м 10.3		
RJA258	Ø1N83	_ A_	00	3	47.5	00	-14.2	5				258		<u>. </u>
259		_[0.0					_ _,		259		
260					95.0							260		
261	_ ↓			$ \underline{\downarrow} $	190.0							261		
262	Ø1N49			2	47.5							262		
263				I	95.0							263		
264					190.0			_				264		
265	Ø1N85N50				47.5							265		
266					95.0					<u> </u>		266		
267	\downarrow			V	127.7							267		
268	Ø1N79		\Box	1	47.5							268		
269				T	95.0							269		1
270				1	190.0							270		
271	Ø1N79N78			2	47.5							271		
272		-	11	丁	95.0							272		
273		111			190.0	1	~ 					273		
274			Π		0.0							274		
¥ 275		V	$\forall \uparrow$	\forall	0.0		 ↓-					/:		
 	13 19	<u> </u>	L 2.	<u>1</u> 5	31		37	43	49				67	
			. 1									L L L	<u> </u>	AR (2)

promise organization and the second constitution of the second of the second of the second of the second

DATA SET	CONFIGURATION		HD.	<u> </u>	7		_	METERS/	VALUES			NO.	10.3	CH NUMBE	irs	
			β	<u>Jets</u>	T/QA-1					**************************************		RUNS	10.3	-	,	_
RJA276	Ø1N79N78	I A	00	2	47.5	-30	<u>-1</u>	4.25					276		·	
277		- -	_		0.0		<u> </u>					_	277			
278		_ _			95.0								278			
279	<u> </u>			$ \downarrow $	190.0		ļ		·				279			_
280	Ø1N79			- 1	47.5								280			
281					95.0								281			
282				$\sqrt{}$	190.0								282			
283	ØN85N50			2	47.5								283			_
284		$\cdot $		7	95.0								284			_
285	V		T	V	127.7								285			_
286	Ø1N49			2	47.5						_		286		_	-
287			1	T	95.0	1						 	287	 		_
288			1	11	190.0			-	 }		-	1	288		-	-
289		-	11	\downarrow	0.0	11							289			-
290	Ø1N83	717	11	3	0.0						-	1				-
291		-} -	++	-	47.5	- 				 			290 291			-
292			++	+	95.0	-}}										-
293		-	 	$\frac{1}{\sqrt{1}}$	190.0	$\checkmark +$,					292			1
	Y		L		Hoganizacija,		-						293			_[
7	13 19		- 2	5	31		37	43		49	55		1	67	7	7.5
	A,		- <u>-</u> -		- CO	1 <u>-1-1</u>	TENT	<u></u>	<u></u>	1111		لــــــا	IDVAR	سيا ب	AR (2)	_

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DATA SET	FHT 118 (MA-22)		CHD.		A JE I/KU				ERS/VALU	N SUMMAF			: 7/11/7	H NUMBER		
DENTIFIER	CONFIGURATION	P			T/QA-1	Se			ERS/ VALU	1		RUNS	10.3	H NUMBER	7	_
RJA294	Ø1N83	A	0	3	0.0	-30	الم	00				1	294			
295			I		47.5			П	1				295			
296			\prod		95.0								295			
297	↓			V	190.0							1	297			1
298	Ø1N49			2	47.5								298			7
299				T	95.0								299		1	1
300	<u>↓</u> .			↓	190.0								300			
301	Ø1N79			1	47.5						· ·		301	•		٦
302				II	95.0								302			٦
303	V			. ↓	190.0								303			7
304	Ø 1N84			2	47.5								304			7
305					95.0								305			٦
306					127.7								306			٦
307	V			1	0.0								307			1
308	Ø1N85			2	0.0								308		1	٦
309					47.5								309			7
310	V		\perp	4	95.0								310			
¥311	Ø1N85N50	V	\mathbf{v}_{j}	2	47.5	\downarrow	V						311			7
7	13 - 19		,	25	31 .		37		43	49	55		61	67		75
LLLL			اــــــــــــــــــــــــــــــــــــــ	النا	بيلليب	1	با		سسلب		<u> </u>	ليني				
a 08	$\beta \qquad A, \ \alpha = -8^{\circ}$ $0, \ \alpha = -10^{\circ}$	to 1	o°;	Δd=	2° ε σ(=	EFFI 15	CIE	INTS o) :Δ⋉= 5°	o ·			IDVAR .	1) IDVA	R (2)	N

te discreption of the engineering of the contraction of the contractio

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TEST: CF	FHT 118 (MA-22)		·	DATA	A SET/RU	N NU	МВЕ	R CO	LLATIC	N SUMM <i>A</i>	\RY	DATE	- 7/11/7	5		
DATA SET	CONFIGURATION	\$	нo.						RS/VALU	ES		NO. OF RUNS		NUMBER	5	
IDENTIFIER			β	Jets	TRAT		Se	E				RUNS	10.3			
RJA312	Ø1N85N50	Ą	o°	2	95.0	-30°	o o						312			
313				$ \downarrow $	127.7								313	1		
314	ØIN5I			4	47.5								314			1
315				IT	95.0								315		1	7
316					127.7								316		1	
317					0.0	7	\prod						317		1	1.
318					0.0	+10				 			318		1	- :
319					47.5								319		-	-
320					95.0					1			320	- 	 	
321		111		1	127.7	1			<u> </u>	1			321		-	
322	ØIN85	111	11	2	47.5	_							322		 -	ا ا
323			$\uparrow \uparrow$	7	95.0			 	-						 	-
324		111	╅┨	J	0,0					 			323 324		<u> </u>	-
325	Ø1N85N50		- -	2	0.0			 		 -						\dashv
326	1	╂╇╢	+1				-	 		 			325			-
327		-	+ 1		47.5			 		 			326		 	-
		-	+-{		95.0		_	 					327		ļ	-}
328	4	+++	$\downarrow \uparrow$	-↓-	127.7	-	-	 -					328		<u> </u>	-
329	Ø1N84			A 1	47.5	<u> </u>	<u></u>						329			1
7	13 19		2		31		37		43	49	55		5 t	67	·	75 7
<u> </u>		1-1-1-	للب			1 <u>1</u> (TEM	<u>L.L.</u> L.	ببيل		<u> </u>	لىب		سب		
α OR	$\begin{array}{ccc} \beta & A, & 0 & = -8^{\circ} \\ Es & D, & 0 & = -10^{\circ} \end{array}$	to 10)°;4	7ペ=	2° & 0 =	150	to	<u>'35</u> °;	4K= 5°	o			IOVAR (1	I IOVA	R (2)	4 D V
SCHEDUL	Es $D, \omega = -10^{\circ}$	0, 0,	100	, 20	° € 35°.									u		



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EST: CF	HT 118 (MA-22)		DAT	A SET/RU	טא א	MBER CO	DLLATIO	N SUMMARY	DA	TE: 7/11/	75		
DATA SET	CONFIGURATION	SCH	 	T-7" .		PARAMETE	ERS/VALU	ES	~ \ \ \ \ \ \	p. MAC NS 10.3	СН МИМВЕР	₹5	
DENTIFIER			⁸ Jet						RU	из 10.3			4
RJA330	Ø1N84	A	0 2	95.0	+10	° jo		<u> </u>		330			_
331		╼┨┼╂	<u> </u>		_ _	ļ				331			_
332	Ø1N79	╼╂╼┞╌		47.5	- -					332			_[
333			\prod	95.0	_ _					333			_
334				190.0						334			
335	Ø1N49		2	47.5						335			
336				95.0						336			1
337			1	190.0						337			
338	Ø1N83		3	47.5						338			1
339			T	95.0						339			-
340		111		190.0			1			340		1	1
341				0.0						341		1	1
342				0.0		13.75				342		-	1
343		╌╏╌╏╌	┞╏╌┞╼	47.5		10:70		 	 	343			1
344									 			 	-
345			- - -	0.0 95.0	-{-		_			344 345		-	-
346		-}-}-	1								_		┨
-		╂		190.0	1,					346			-
Y 347	Ø1N49	V	2	47.5	<u>۷</u>	V				347			L
7	13 19		25	31		37	43	49	55	61	67	7	75
a or <i>t</i>	$A, \alpha = -8^{\circ}$ $0, \alpha = -10^{\circ}$	to 10°	- - - - - - - -	20 CO	EFFIC	CIENTS	. A.W. = E	<u>111111</u>		IDVAR	11 10VA	1 1 1 N	4 N C

TEST: CF	HT 118 (MA-22)		indikani madi	DAT	a SET/RU	N NU	MBER COL	LATIO	N SUMMAF	RY	DATE:	7/11/75	,	
DATA SET	CONFIGURATION	-	HD.				PARAMETERS	/VALUE	s		NO. OF RUNS	MACH	NUMBERS	
	dinko	α Λ	β 0°	Uet: 2	T/QA-I		13.75	and the second			 	348		
RJA348 349	<u>Ø1N49</u>	旨	=	=	190.0		17:77	 				3/19		
349	Ø1N85N50				47.5			 				350		
351	J LIOSKYO				95.0							351		
352	V .	H		\downarrow	127.7		1					352		
353	Ø1N79			i	47.5							353		
354				T	95.0							354		
355	$\overline{}$			4	190.0							355		
356	ø1n79n78			2	47.5							356		
₹ 357		V	$\sqrt{}$	2.	95.0	4	4					357		
RJA007	Ø1 /1 49 Wing Temp	0°	00	T	95.0	00	0°					7		,
407		V	7-1		0.0	T						407		
800		-10°			95.0							8		
1408		\overline{V}			0.0							408		
009		20			95.0							9		
409					0.0							409		
010		35			95.0							10		
Ý 410	Ÿ	4	<u>v</u>]	√	0.0	Ý	$-\psi$					410		
1 7 A.L.P.H.A. 1C.	13 19 AU, , ICN, , , ICL	M	1/	5 18/1	31 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1CY	43 CL 1	49 1 (CD	55 	0,A, , n	sach		75
α OR / SCHEDUL		0,	0°;4	۵ ، 2	2° & 5 ° ; 0° & 35° .	EFF1 15	to 35°; A	X = 5 ⁰				IDVAR 1)	I IDVAR (2) ND

^{+&}quot;5" DATA DETS CONTAIN BETA, Q(PSF), PCRCS, T/QA, L/D AS DEPENDENT VARIABLES.

TABLE III. - MODEL DIMENSIONAL DATA

MODEL COMPONENT : BODY - B19		
GENERAL DESCRIPTION :Fuselage, Con	figuration 3, per	Rockwell.
Lines VL70-000139B		
NOTE: Identical to B17 except forebo	ody.	
MODEL SCALE: 0.010		
DRAWING NUMBER:VL70-000139B		
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length , In.	. 1290.3	12.903
Max Width, In.	<u> 267.6</u>	2.676
Max Depth , In.	244.5	2.445
Fineness Ratio	4.82175	4.82175
Area Ft ₂		
Max. Cross—Sectional	386.67	0.0387
Planform		
Wetted		
Bose		

MODEL COMPONENT : BODY FLAP - E5		
GENERAL DESCRIPTION: Configuration	3 per Rockwell Li	nes VL70-000139
MODEL SCALE: 0.010		
DRAWING NUMBER: VL70-000139		
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length, In.	84.70	0.847
Max Width, In.	267.6	2,676
Max Depth		
Fineness Ratio		
Area - Ft ³		
Max. Cross-Sectional	· · · · · · · · · · · · · · · · · · ·	
Planform	142.5	0.0143
Wetted		
Base	38.0958	0.0038

MODEL COMPONENT : CANOPY - C7		
GENERAL DESCRIPTION:Configuration	3 per Rockwell	Lines <u>VL70-090</u> 1
MODEL SCALE: 0.010		
DRAWING NUMBER: VI70-000139	(12) 10년 11일 중 1년: 1일: 11 11 11 11 11 11 11 11 11 11 11	
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length ($X_0 = 433 \text{ to } X_0 = 578$), In.	145.0	1.450
Max Width		
Max Depth		
Fineness Ratio		
Area Area Area Area Area Area Area Area Area Area		
Max. Cross—Sectional		
Planform		
Wetted		
Base		

MODEL COMPONENT: <u>ELEVON - E₂₃</u>		
GENERAL DESCRIPTION: Configuration 3 per W.	The second result	
	A MOCKMETT FILM	s brawing
VL70-000139B. Data for (1) of (2) sides.		
MODEL SCALE: 0.010		
DRAWING NUMBER: VL70-000139B		
DIMENSIONS:	<u>FULL-SCALE</u>	MÖDEL SCALE
Area - Ft ²	205.52	0.0206
Span (equivalent), In.	353.34	<u>3.533</u>
Inb'd equivalent chord, In.	114.78	1.148
Outb'd equivalent chord, In.	55.00	0.550
Ratio movable surface chord/ total surface chord		
At Inb'd equiv. chord	0.208	0.208
At Outb'd equiv. chord	0.400	_0_400
Sweep Back Angles, degrees		
Leading Edge	0.00	0.00
Tailing Edge	- 10.24	-10.24
Hingeline	0.00	_0.00
Area Moment (Normal to hinge line)—Ft ³ (Product of Area and c)	1548.07	_0.00155

(_)

MODEL COMPONENT: MPS NOZZL	ES - N ₃₉	·		*
GENERAL DESCRIPTION: Cor	nfiguration 3A N	IPS nozz	les.	
MODEL SCALE: 0.010	_			
DRAVING NUMBER:				
DIMENSIONS:			FULL SCALE	MODEL SCALE
MACH NO.	•			
Length - In. Gimbal Point to Exi Throat to Exit Plan				
Diameter - In. Exit Throat Inlet			94.000	0.940
Area - ft ² Exit Throat			48,193	0.00482
Gimbal Point (Station) Upper Nozzle	- In.			
Х Ү Z	NOT USED			
Lower Nozzles X Y Z		<u> 4-</u>	1468.2 53.0 342.7	14.682 + 0.530 - 3.427
Null Position - Deg. Upper Nozzle Pitch Yaw	NOT USED			
Lower Nozzle Pitch Yaw				

MODEL COMPONENT: NOZZLE - N31

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-down control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.0990
Throat	.0921
Area - In. ²	
Exit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N32

GENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.0990
Throat	.0921
Area - In. ²	
Exit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N33

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.0990
Throat	.0921
Area - In. ²	
Exit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N34

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-down control.

MODEL SCALE: .010

DRAWING NO.:

DIMENSIONS:

 \mathbb{Q}

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Exit	.006055
Throat	.002124
Area ratio	2.85
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N36

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-up control

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Exit	.006055
Throat	.002124
Area ratio	2.85
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N37

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Exit	.006055
Throat	.002124
Area ratio	2.85
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N43

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-down control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.129
Throat	.0465
Area - In. ²	
Exit	.013070
Throat	.001693
Area ratio	7.70
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N44

GENERAL DESCRIPTION: RCS nozzle to provide right-hand pitch-up control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.129
Throat	.0465
Area - In. ²	
Exit	.013070
Throat	.001698
Area ratio	7.7
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N47

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-down control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.117
Throat	.0465
Area - In. ²	
Exit	.010751
Throat	.001698
Area ratio	6.33
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N48

GENERAL DESCRIPTION: RCS nozzle to provide right-hand pitch-up control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

DIMENSIONS:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.117
Throat	.0465
Area - In. ²	
Exit	.010751
Throat	.001698
Area ratio	6.33
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N49

GENERAL DESCRIPTION: RCS Nozzle providing left-hand pitch-down control

to simulate return to launch site (RTLS)

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant Angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area Ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N₅₀

GENERAL DESCRIPTION: RCS nozzle providing righthand pitch-down control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	0.141
Exit	0.151
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N51

GENERAL DESCRIPTION: RCS nozzle providing left-hand yaw control to

simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - Deg.	
Aft	o
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	4

MODEL COMPONENT: NOZZLE - N52

CENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N61

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control to

simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.129
Throat	.0465
Area - In. ²	
Exit	.013070
Throat	.001698
Area ratio	7.70
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N78

GENERAL DESCRIPTION: RCS nozzle providing right-hand up-firing

control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

(i)

DRAWING NO.: SS-A01160

DIMENSIONS:	MODEL SCALE:
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	1

MODEL COMPONENT: NOZZLE - N79

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-down control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.:

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015615
Throat	0.003525
Area ratio	4.430
No. of nozzles	1

MODEL COMPONENT: NOZZLE - Ngl

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-up control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.:

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - Deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N82

MODEL DESCRIPTION: RCS nozzle providing right-hand pith-up control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
.Aft	O
Outboard	o
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	3

MODEL COMPONENT: NOZZLE - N83

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-down control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO .:

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of mozzles	3

MODEL COMPONENT: NOZZLE - N84

GENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.:

DIMENSIONS:	MODEL SCALE.
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N85

GENERAL DESCRIPTION: RCS nozzle providing left-hand side-firing

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

MODEL COMPONENT : OMS POD - M6	<u> </u>	
GENERAL DESCRIPTION : Basic configurat	ion 3A OMS po	ds with non-
metric RCS engine housing and nozzles. S	ame geometry	as M ₁
MODEL SCALE: 0.010		
DRAWING NUMBER: VL70-000139B		
DIMENSIONS :	FULL SCALE	MODEL SCALE
Length .	346.0	3.460
Max Width	108.0	1.080
Max Depth	113.0	1.130
Fineness Ratio .		
Area		
Max. Cross—Sectional		
Planform		·
Wetted		
Base		
Station of aft end of RCS nozzle block	1560	15.60

MODEL COMPONENT: RUDDER - R5		·
GENERAL DESCRIPTION: Configuration 1400 o	rbiter rudder (i	dentical to
MODEL SCALE: 0.010		
DRAWING NUMBER: V170-000146B, -000095		
DIMENSIONS:	FULL-SCALE	MODEL SCALE
Area - Ft ²	100.15	0.0100
Span (equivalent), In.	201.00	2,010
Inb'd equivalent chord , In.	91.585	0.916
Outb'd equivalent chord, In.	50.833	0.508
Ratio movable surface chord/ total surface chord		
At Inb'd equiv. chord	0.400	0.400
At Outb'd equiv. chord	0.4.0	0.400
Sweep Back Angles, degrees		
Leading Edge		
Tailing Edge	26.25	26.25
Hingeline (Product of Area & c)	34.83	34.83
Area Moment (Normal-to-hinge-line)Ft3	610.92	0.000610
Mean Aerodynamic Chord, In.	73.2	0.732

MODEL COMPONENT: VERTICAL - V7		
GENERAL DESCRIPTION: Centerline vertical tail.	<u>doublewedge</u>	airfoil
with rounded leading edge.		
NOTE: Same as V ₅ , but with manipulator housing r	emoved.	<u></u>
MODEL SCALE: 0.010		
DRAWING NUMBER: VL70-000139		
DIMENSIONS:	FULL SCALE	MODEL SCALE
TOTAL DATA		
Area (Theo) - Ft ² Planform Span (Theo) - In. Aspect Ratio Rate of Taper Taper Ratio Sweep-Beck Angles, Degrees. Leading Edge Trailing Edge O.25 Element Line Chords: Root (Theo) WP Tip (Theo) WP MAC Fus. Sta. of .25 MAC	425.92 315.72 1.675 0.507 0.404 45.00 26.249 41.130 268.50 108.47 199.81 1463.50	0.0426 3.157 1.675 0.507 0.404 45.000 26.249 41.130 2.685 1.085 1.998 14.635
W.P. of .25 MAC B.L. of .25 MAC	635.522 0.00	6.355 0.00
Airfoil Section Leading Wedge Angle - Deg. Trailing Wedge Angle - Deg. Leading Edge Radius	10.00 14.920 2.0	10.00 14.920 0.020
Void Area	13.17	0.0013
Blanketed Area	0.00	0.00

OF POOR QUALITY

(1)

*REV. 11/9/74
TABLE III. - MODEL DIMENSIONAL DATA - Concluded.

NOTE: Same as Wag. except cuff. airfoil and incidence angle.	MODEL COMPONENT: WING-WING		
NOTE: Same as W_107 except cuff. airfoil and incidence angle.	GENERAL DESCRIPTION: Configuration 3 per Rockwell	Lines VL70-0001	39B
### DIMENSIONS: DIMENSIONS: FULL-SCALE MODEL SCALE	•	— <u>— </u>	•
DIMENSIONS: FULL-SCALE MODEL SCALE	207		
DIMENSIONS: FULL-SCALE MODEL SCALE			
TOTAL DATA Area (neo.) Ft2 RIGINAL PAGE IS	TEST YO.	DWG. NOVL	70-000139B
Area (.neo.) Ft RIGINAL PAGE IS Planform OF POOR QUALITY 2690.00 26.900 Span (Theo In. 336.68 9.367 Aspect Ratio 2.265 2.265 Rate of Taper 1.177 1.177 Taper Ratio 0.200 0.200 Dihedral Angle, degrees 3.500 3.500 Incidence Angle, degrees 0.500 0.500 Aerodynamic Twist, degrees 1.3.000 Sweep Back Angles, degrees 1.3.000 Sweep Back Angles, degrees 1.3.000 Sweep Back Angles, degrees 1.3.000 Leading Edge 1.3.000 1.3.000 Chords: Root (Theo) B.P.O.O. 589.24 6.892 Tib, (Theo) B.P. 137.85 1.379 MAC 689.24 6.892 Tib, (Theo) B.P. 137.85 1.379 MAC 1136.89 11.369 (Yo)* B.L. of .25 MAC 1136.89 11.369 (Yo)* B.L. of .25 MAC 290.857 2.909 (Yo)* B.L. of .25 MAC 290.857 2.909 Aspect Ratio 1.389 1.821 EXPOSED DATA Area (Theo) Ft 2 Span, (Theo) In. BP108 562.40 5.624 Tip 1.00 b 1.379 MAC 7.20.68 7.207 Aspect Ratio 2.058 2.058 Tip 1.00 b 1.379 MAC 7.20.68 7.207 Aspect Ratio 2.35 MAC 1.379 MAC 7.20.68 7.207 Aspect Ratio 2.058 2.058 Tip 1.00 b 1.379 MAC 2.39.303 3.930 Fus. Sta. of .25 MAC 1.185.31 11.853 *W.P. of .25 MAC 2.20.653 2.937 B.L. of .25 MAC 2.20.653 2.937 Airfoil Section (Rockwell Mod NASA) XXXX-64	DIMENSIONS:	FULL-SCALE	MODEL SCALE
Planform OF POOR QUALITY 2690.00 26.900			
Span (Theo In. 936.68 9.367 Aspect Ratio 2.265 2.265 Rate of Taper 1.177 1.177 Taper Ratio 0.200 0.200 Dihedral Angle, degrees 3.500 3.500 Incidence Angle, degrees 0.500 0.500 Aerodynamic Twist, degrees +3.000 1.000 Sweep Back Angles, degrees +3.000 1.000 Leading Edge 45.000 45.000 Trailing Edge -10.24 -10.24 0.25 Element Line 35.209 35.209 Chords: Root (Theo) B.P. 137.85 1.379 MAC Root (Theo) B.P. 137.85 1.379 MAC 474.81 4.748 Fus. Sta. of .25 MAC 1136.89 11.369 (Z _o)* W.P. of .25 MAC 1290.857 2.909 (Y _o)* B.L. of .25 MAC 182.13 1.821 EXPOSED DATA	Planform OF POOR QUALITY	2690.00	26.900
Rate of Taper Taper Ratio D. 200 Dihedral Angle, degrees Incidence Angle, degrees Aerodynamic Twist, degrees Leading Edge Leading Edge Trailing Edge D. 250 Leading Edge Leading Edge Trailing Edge Chords: Root (Theo) B.P. MAC Fus. Sta. of .25 MAC Cyo'* W.P. of .25 MAC Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Aspect Rat. of .25 MAC Pus. Sta. of .25 MAC Chords Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Aspect Rat. of .25 MAC Pus. Sta. of .25 MAC Chords Root BP108 Tip 1.00 b Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Aspect Ratio Fus. Sta. of .25 MAC Pus. Sta. of .25 MAC Chords Root BP108 Tip 1.00 b Aspect Ratio Chords Root B	Span (Ineo In.	936.68	
Taper Ratio Cihedral Angle, degrees Incidence Angle, degrees Aerodynamic Twist, degrees Aerodynamic Twist, degrees Leading Edge Trailing Edge O.25 Element Line Chords: Root (Theo) B.P.O.O. Fus. Sta. of .25 MAC Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b ASP.O.O. ASP.O.O			
Cihedral Angle, degrees 3.500 3.500 Incidence Angle, degrees 0.500 0.500 Aerodynamic Twist, degrees +3.000 +3.000 Sweep Back Angles, degrees 45.000 45.000 Leading Edge 45.000 45.000 Trailing Edge -10.24 -10.24 0.25 Element Line 35.209 35.209 Chords: Root (Theo) B.P.O.O. 689.24 6.892 Tib, (Theo) B.P. 137.85 1.379 MAC 474.81 4.74.81 4.74.81 Fus. Sta. of .25 MAC 182.13 1.821 EXPOSED DATA 290.857 2.909 (Yo)* B.L. of .25 MAC 182.13 1.821 EXPOSED DATA 1752.29 17.523 Span, (Theo) Ft 1752.29 17.523 Span, (Theo) Ft 2.058 2.058 Root BP108 7.20.68 7.20.7 Root BP108 5.62.40 5.624 Tip 1.00 b 137.85 1.379 MAC 393.03 3.930 Fus. Sta. of .25 MAC 293.653 2.937			
Aerodynamic Twist, degrees Sweep Back Angles, degrees Leading Edge 0.25 Element Line Chords: Root (Theo) B.P.O.O. Fus. Sta. of .25 MAC EXPOSED DATA Area (Theo) In. BP108 Root BP108 Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Chords Span, (Theo) In. BP108 Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Chords Root Span (Span		3.500	3.500
Sweep Back Angles, degrees Leading Edge Trailing Edge 0.25 Element Line 35.209 Chords: Root (Theo) B.P.O.O. Tip, (Theo) B.P. MAC Fus. Sta. of .25 MAC EXPOSED DATA Area (Theo) Ft Span, (Theo) In. BP108 Root BP108 Root BP108 Tip 1.00 5 MAC Root BP108 Tip 1.00 5 MAC Root BP108 Fus. Sta. of .25 MAC Root BP108 Root BP108 Fus. Sta. of .25 MAC Root BP108 Root BP108 Fus. Sta. of .25 MAC Root BP108 Root BP108 Root BP108 Fus. Sta. of .25 MAC Root BP108 R	Incidence Angle, degrees		
Leading Edge Trailing Edge 0.25 Element Line 35.209 Chords: Root (Theo) B.P.O.O. Tib. (Theo) B.P. MAC Fus. Sta. of .25 MAC (To.)** B.L. of .25 MAC EXPOSED DATA Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Tip 1.00 b Tus. Sta. of .25 MAC Fus. Sta. of .25 MAC Area Sta. of .25 MAC Root BP108 Tip 1.00 b Tus. Sta. of .25 MAC Fus. Sta. of .25 MAC Area (Theo) In. BP108 Root BP108 Tip 1.00 b Tip 1.00 b Tus. Sta. of .25 MAC Airfoi) Section (Rockwell Mod NASA) XXXX-64			+_3.000
O.25 Element Line Chords: Root (Theo) B.P.O.O. Tip, (Theo) B.P. MAC Fus. Sta. of .25 MAC (You have a fine a fi	Leading Edge		
Chords: Root (Theo) B.P.O.O. Tip, (Theo) B.P. MAC Fus. Sta. of .25 MAC (7)* W.P. of .25 MAC (7)* B.L. of .25 MAC Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Area (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC B.L. of .25 MAC Area (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC B.L. of .25 MAC B.L. of .25 MAC Airfoi) Section (Rockwell Mod NASA) XXXX-64			
Root (Theo) B.P.O.O. Tib, (Theo) B.P. Tib, (Theo) B.P. MAC Fus. Sta. of .25 MAC (Z _o)* W.P. of .25 MAC EXPOSED DATA Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Fus. Sta. of .25 MAC Area (Theo) B.P. MAC Fus. Sta. of .25 MAC Fus. Sta. of .25 MAC Area (Theo) In. BP108 Aspect Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Fus. Sta. of .25 MAC Airfoi) Section (Rockwell Mod NASA) XXXX-64			15.209
MAC Fus. Sta. of .25 MAC [Z _o)* W.P. of .25 MAC [Y _o)* B.L. of .25 MAC [X _o)* B.L. of .25	Root (Theo) B.P.O.O.		
Fus. Sta. of .25 MAC (Z _o)* W.P. of .25 MAC (Y _o)* B.L. of .25 MAC EXPOSED DATA Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b MAC Fus. Sta. of .25 MAC Fus. Sta. of .25 MAC Airfoil Section (Rockwell Mod NASA) XXXX-64			
(Z _o)* W.P. of .25 MAC 290.857 2.909 (Y _o)* B.L. of .25 MAC 182.13 1.821 EXPOSED DATA 1752.29 17.523 Area (Theo) Ft 1752.29 17.523 Span, (Theo) In. BP108 7.20.68 7.207 Aspect Ratio 2.058 2.058 2.058 Taper Ratio 0.245 0.245 0.245 Chords 5.624 5.624 1.379 MAC 393.03 3.930 1.379 MAC 393.03 3.930 11.853 *W.P. of .25 MAC 1185.31 11.853 2.937 B.L. of .25 MAC 293.653 2.937 2.518 Airfoil Section (Rockwell Mod NASA) XXXX-64 251.76 2.518	, , , , <u>, , , , , , , , , , , , , , , </u>		
EXPOSED DATA Area (Theo) Ft Span, (Theo) In. BP108 Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Tip 1.00 b Fus. Sta. of .25 MAC Fus. Sta. of .25 MAC Airfoil Section (Rockwell Mod NASA) EXPOSED DATA 1.821 1.821 1.821 1.821 1.522 1.7523 1.7523 1.7523 7.207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1.7207 1	(Z _a)* W.P. of .25 MAC		
Area (Theo) Ft	(Y _o)* B.L. of .25 MAC	182.13	1.621
Span, (Theo) In. BP108 720.68 7.201 Aspect Ratio 2.058 2.058 Taper Ratio 0.245 0.245 Chords Root BP108 562.40 5.624 Tip 1.00 b 137.85 1.379 MAC 393.03 3.930 Fus. Sta. of .25 MAC 1185.31 11.853 *W.P. of .25 MAC 293.653 2.937 B.L. of .25 MAC 251.76 2.518 Airfoil Section (Rockwell Mod NASA)	EXPOSED DATA2		17 502
Aspect Ratio Taper Ratio Chords Root BP108 Tip 1.00 b Tip 1.00 b Taper Ratio MAC Fus. Sta. of .25 MAC **W.P. of .25 MAC Airfoil Section (Rockwell Mod NASA) XXXX-64 2.058 2.058 2.058 2.058 2.058 2.058 2.058 2.058 1.379 1.379 1.379 1.853 1.853 2.937 2.518	Area (ineo) Ft Span (Theo) In RP108		
Taper Ratio Chords Root BP108 Tip 1.00 b Tip 1.00 b MAC Fus. Sta. of .25 MAC **W.P. of .25 MAC B.L. of .25 MAC Airfoil Section (Rockwell Mod NASA) XXXX-64 O.245 0.245 0.245 0.245 0.245 0.245 1.379 1.379 1.379 1.853 2.937 2.518	Aspect Ratio		
Root BP108 Tip 1.00 b Tip 1.00 b MAC Fus. Sta. of .25 MAC *W.P. of .25 MAC B.L. of .25 MAC Airfoil Section (Rockwell Mod NASA) XXXX-64 S62.40 5.624 1.379 1.379 1.379 1.853 2.930 1.853 2.937 2.518	Taper Ratio		
Tip 1.00 b MAC Fus. Sta. of .25 MAC *W.P. of .25 MAC B.L. of .25 MAC Airfoil Section (Rockwell Mod NASA) XXXX-64	*****	2/2 12	r 60h
MAC 393.03 3.930 Fus. Sta. of .25 MAC 1185.31 11.853 *W.P. of .25 MAC 293.653 2.937 B.L. of .25 MAC 251.76 2.518 Airfoil Section (Rockwell Mod NASA) XXXX-64			
Fus. Sta. of .25 MAC 11.85.31 11.85.31 2.93.7 * W.P. of .25 MAC 293.65.3 2.93.7 B.L. of .25 MAC 251.76 2.518 Airfoil Section (Rockwell Mod NASA) XXXX-64	· 2		
*W.P. of .25 MAC 293.653 2.937 B.L. of .25 MAC 251.76 2.518 Airfoil Section (Rockwell Mod NASA) XXXX-64			
Airfoil Section (Rockwell Mod NASA) XXXX-64			2.937
XXXX-64		<u> 251 - 76</u>	2.518
2		0.100	0.100
Tip b = $0.120 0.120$		0.120	0.120
2	<u> 7</u>		
Data for (1) of (2) Sides Leading Edge Cuff a	Leading Edge Cuff A		
Leading Edge Guff 2 Planform Area Ft ² 118.333 1:183			
Leading Edge Intersects Fus M. L. 0 Sta 500.00 5.000 10.834			5.000 10.834

Nozzle	Throat Dia.	Exit Dia.	Lip Angle	Type	No. of Jets	Cant
N31	0.0921	0.0990	5°	LH down firing	2	20°OUTBD,12°AFT
N32	0.0921	0.0990	5°	RH up firing	2	None
N33	0.0921	0.0990	5°	LH side firing	2	None
N34	0.0520	0.0878	9°	LH down firing	2	20°OUTBD,12°AFT
N36	0.0520	0.0878	9°	RH up firing	2	None
N37	0.0520	0.0878	9°	LH side firing	2	None
N43	0.0465	0.129	31°45 '	LH down firing	2	20° 0UTBD,12°AFT
N44	0.0465	0.129	31°45'	RH up firing	2	None
N47	0.0465	0.117	34°30'	LH down firing	2	20°OUTBD,12°AFT
N48	0.0465	0.117	34°30'	RH up firing	2	None
N49	0.0670	0.1413	34°15'	LH down firing	2	20°0UTBD,12°AFT
N50	0.0670	0.1413	34°15′	RH down firing	2	20°0UTBD,12°AFT
N51	0.0670	0.1413	34°15'	LH side firing	4	None
N52	0.0670	0.1413	34° 15′	RH up firing	2	None
N61	0.0465	0.129	31°45'	LH side firing	2	None
N78	0.0670	0.1413	34°15'	RH up firing	1	None





TABLE IV. - Concluded

Nezzle	Throat Dia.	Exit Dia.	Lip Angle	Туре	No. of Jets	Cant
N79	0.0670	0.1413	34°15'	LH down firing	1	20°OUTBD,12°AFT
N81	0.0670	0.1413	34°15'	LH up firing	2	None
N82	0.0670	0.1413	34°15'	RH up firing	3	None
N83	0.0670	0.1413	34°15'	LH down firing	3	20°OUTBD,12°AFT
N84	0.0670	0.1413	34°15'	Combination-RH up firing & side firing	2 up 2 side	None
N85	0.0670	0.1413	34°15'	LH side firing	2	None

TABLE V. - SIMULATION PARAMETERS

 q_{∞} = 20 PSF RTLS abort separation simulation

Α.	Free Stream Conditi	<u>i ons</u>	Free Flight	Wind Tunnel
	Dynamic Pressure Mach number *Reynolds No. Altitude	q M RN/L h	20 psf 7 1.23x10 ⁶ 200,000ft	150 psf 10.3 1x10 ⁶
В.	RCS Jet Characteris	stics	<u>Prototype</u>	<u>Model</u>
	Chamber Pressure Chamber Temp. Specific Heat Ratio Expansion Ratio Nozzle Angle Exit Area Exit Mach No. Exit Pressure Mass Flow Rate Momentum Thrust	PC TC PC PG Ae Mj Mj Mj Mj JU J	150 psia 5450 °R 1.232 20 9° 72.382 in ² 3.93 0.643 psi 3.287 1bm/sec 903.46 1bF	140 psi 520 °R 1.4 4.792 34°15' 0.01567 in ² 3.13 3.136 psi 0.01067 1bm/sec 0.675 lbs. .712 lbs.
с.	Jet to Free Stream Parameters (Sref =	1 ft ²)	Full Scale Free Flight	<u>Simulation</u>
	Thrust Ratio	T q Sref	47.5	47.5 (Matched)
	Mass Flow Ratio	m _j ρ U Sref	26.4	50.6
	Momentum Ratio	M _j U _j q Sref	45.17	45 (Matched)
	Pressure Ratio		224	224 (Matched)
	Plume Shape		Boundary up to Impact station	(Roughly Matched)

^{*} Reynolds Number based on Orbiter length ℓ_{orb} = 107.5 ft.

TABLE VI. - THRUST COEFFICIENT FACTORS

		L _ T/D
Jet	Gas	k _i = T/P _c 1bs/psia
N31	Air	0.00692
N32	Air	0.00738
N33	Air	0.00792
N34	Air	0.00266
N36	Air	0.00261
N37	Air	0.00300
N43	Air	0.00250
N44	Air	0.00245
N47	Air	0.00237
N48	Air	0.00237
N49	Air	0.00920
N50	Air	0.00824
N51	Air	0.01620
N52	Air	0.00920
N61	Air	0.00221
N78	Air	0.00450
N79	Air	0.00460
N81	Air	0.00900
N82	Air	0.01356
N83	Air	0.01356
N84	Air	0.00886
N85	Air	0.00904

TABLE VII. - WING TEMPERATURES *

	<u>Data Point</u>	$\alpha = 0$	$\alpha = -10$	$\alpha = 20$	$\alpha = 35$	<u>Jet</u>
	1	221	295	181	189	ON
	2	290	326	208	219	OFF
4 5 6	3	308	344	235	246	ON
	4	327	362	264	273	OFF
	5	342	375	289	291	ON
	6	356	388	313	314	OFF
	7	368	398	329	333	ON
	8	378	408	343	353	OFF
	9	386	417	359	369	ON
	10	396	425	374	386	0FF
	11	404	434	387	406	ON
ן ו ו	12	412	443	397	417	OFF
	13	418	450	405	429	ON
	14	425	459	414	442	OFF
	15	432	465	423	451	ON
	16	438	472	431	463	OFF

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TABLE VII. - Concluded.

Data Point	$\alpha = 0$	$\alpha = -10$	$\alpha = 20$	$\alpha = 35$	<u>Jet</u>
17	444	480	439	471	ON
18	450	488	446	479	OFF
19	454	495	451	489	ON
20	460	501	457	497	OFF
21	464		462	504	ON
22	469		467		0FF
23	473				ON
24	478				0FF

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^{*} degrees Fahrenheit

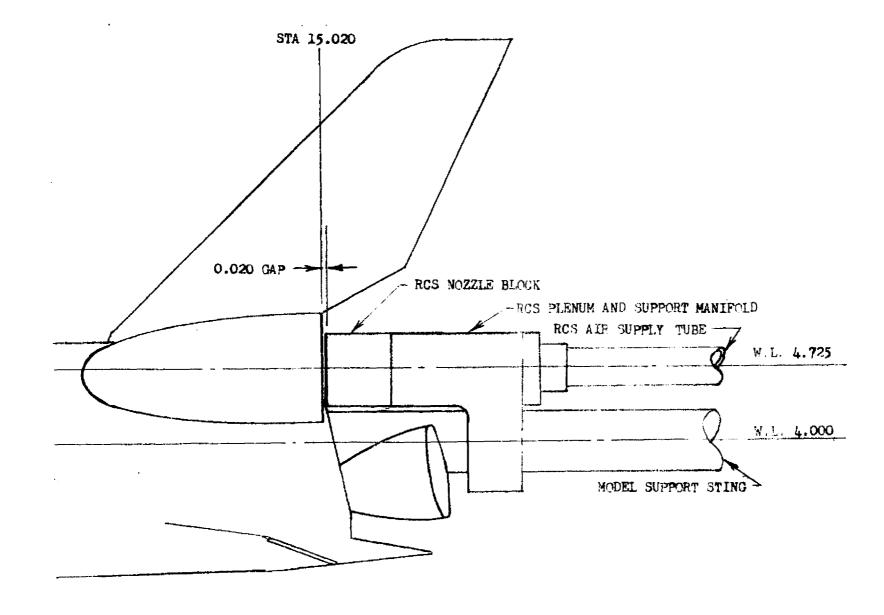
Figure 1. - Axis systems.

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a. Orbiter Configuration

Figure 2. - Model sketches.

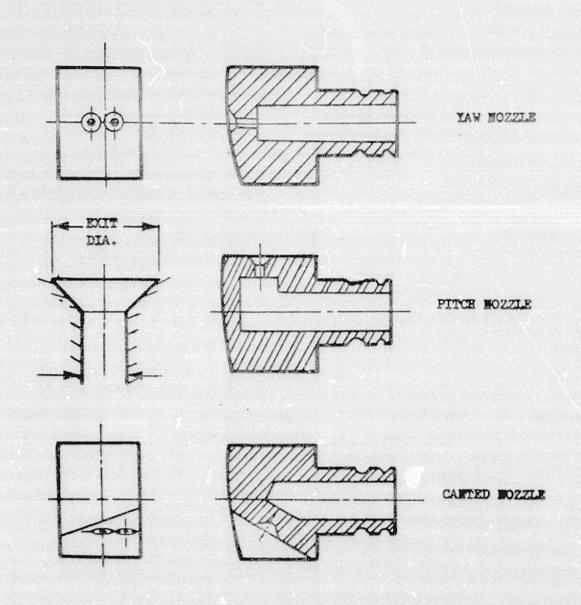


b. RCS Plenum Nozzle Block Installation

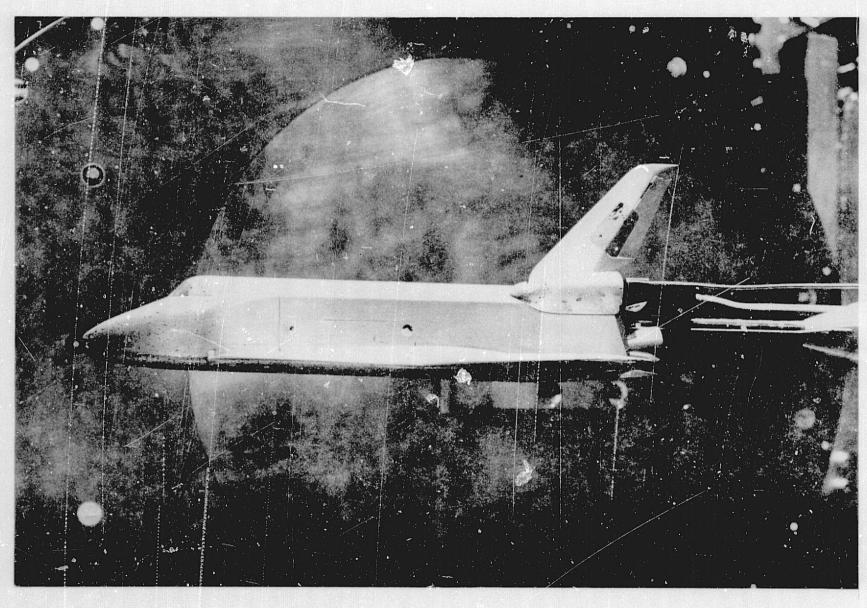
Figure 2. - Continued.

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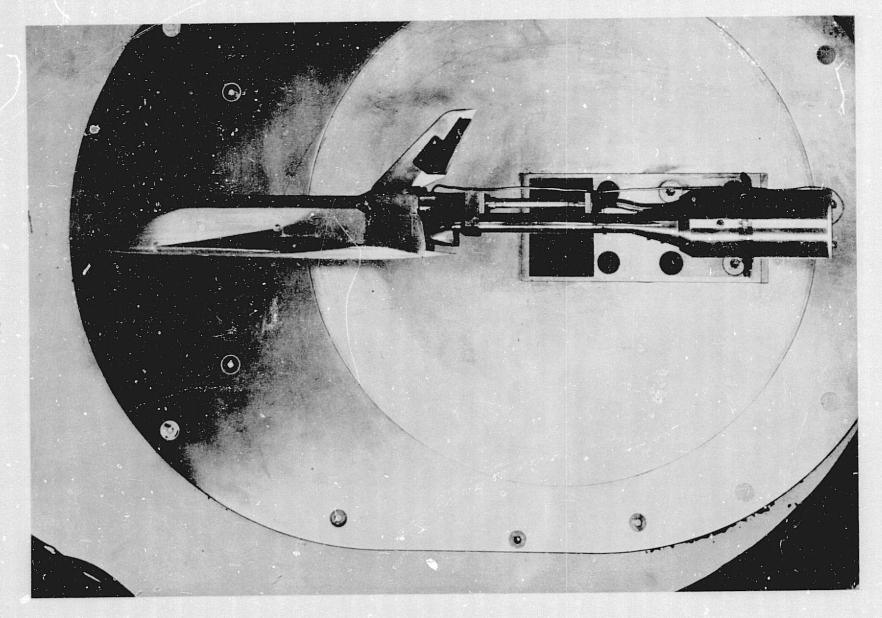
c. RCS Nozzle Adapter
Figure 2.- Continued.



d. Model Nozzle Block Configurations
Figure 2. - Concluded.



a. Orbiter Installation Side ViewFigure 3. - Model photographs.



b. Side View Of Nozzle Assembly Installed In Tunnel Figure 3. - Concluded.

DATA FIGURES

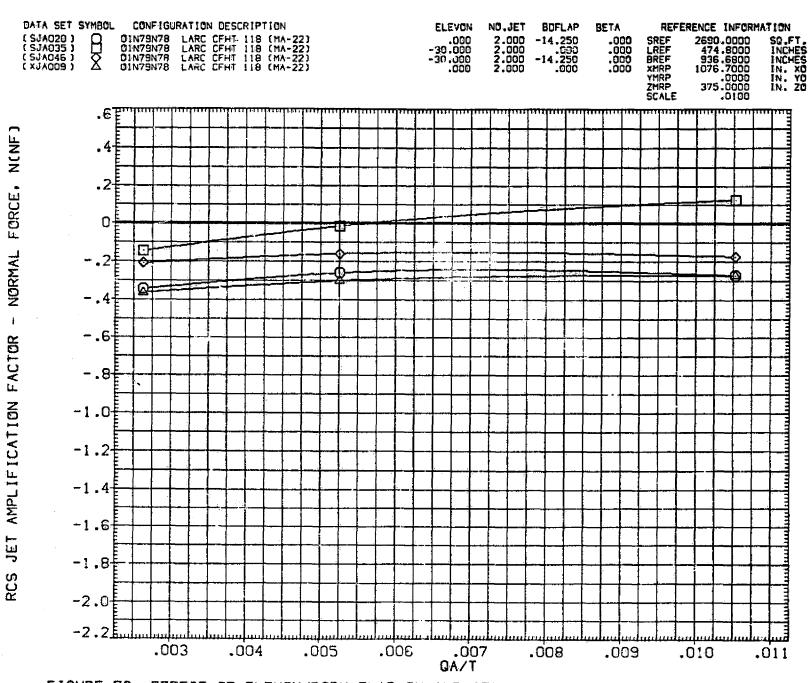


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

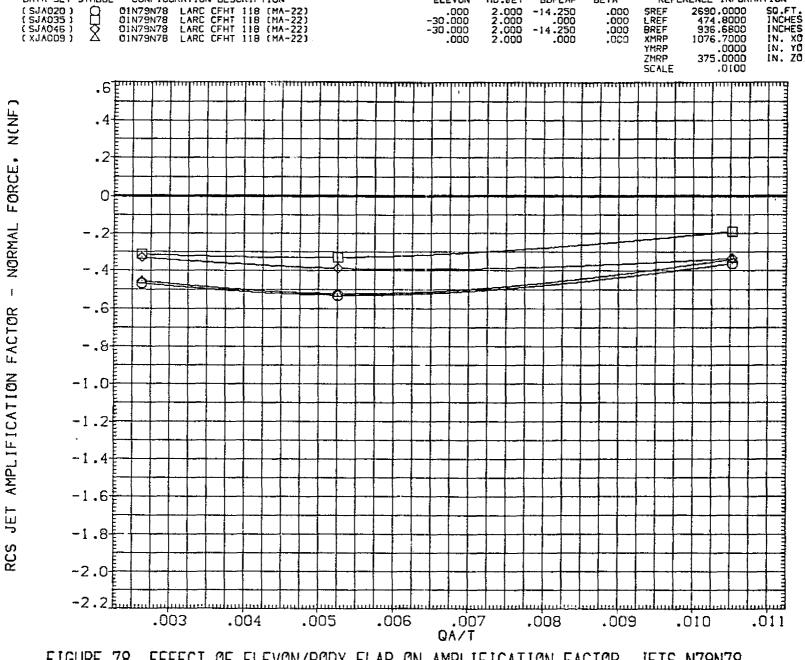
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DATA SET SYMBOL

(SJA020) (SJA035)

CONFIGURATION DESCRIPTION



ELEVON

NO.JET

BDFLAP

BETA

.000

REFERENCE INFORMATION

FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (B)ALPHA = .00 PAGE 1426



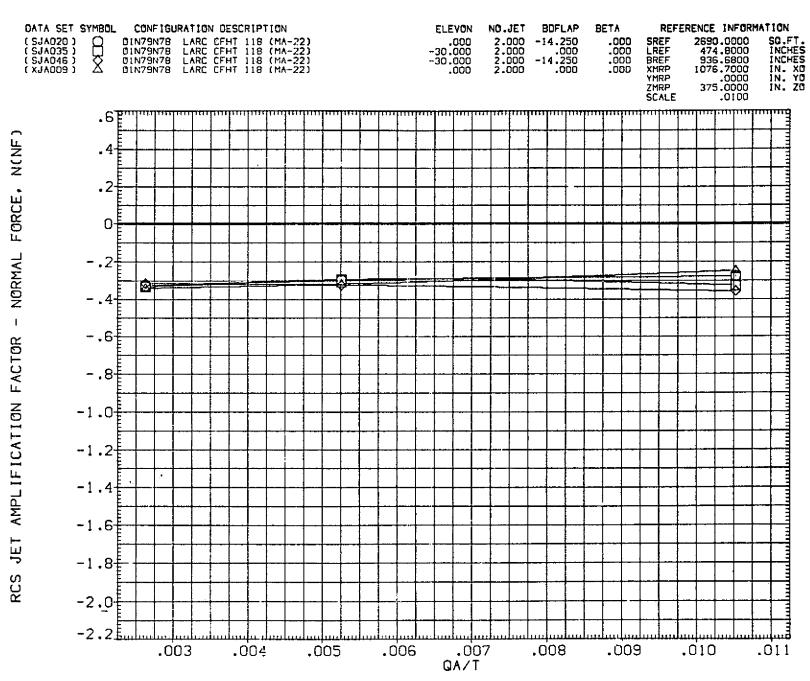
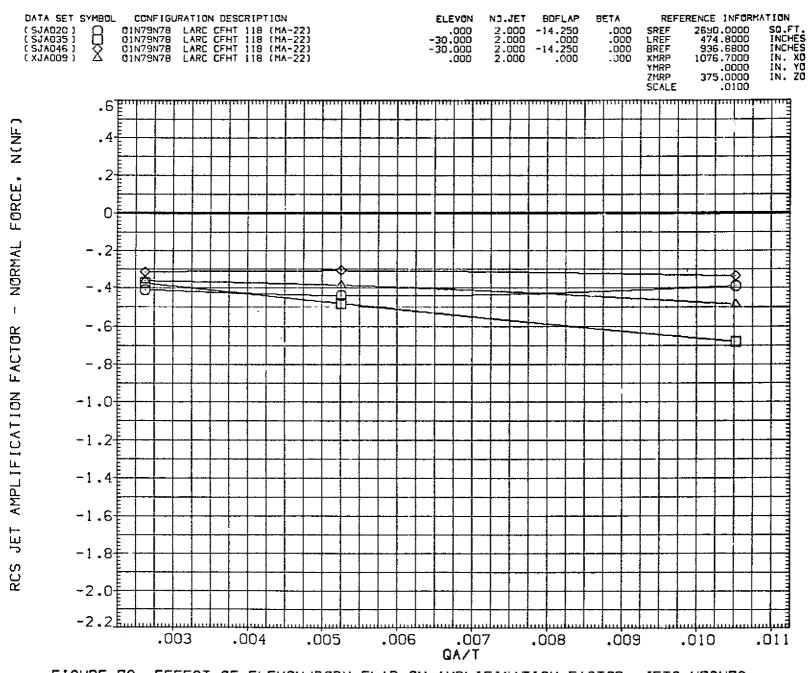


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00 PAGE 1427

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FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00 PAGE 1428

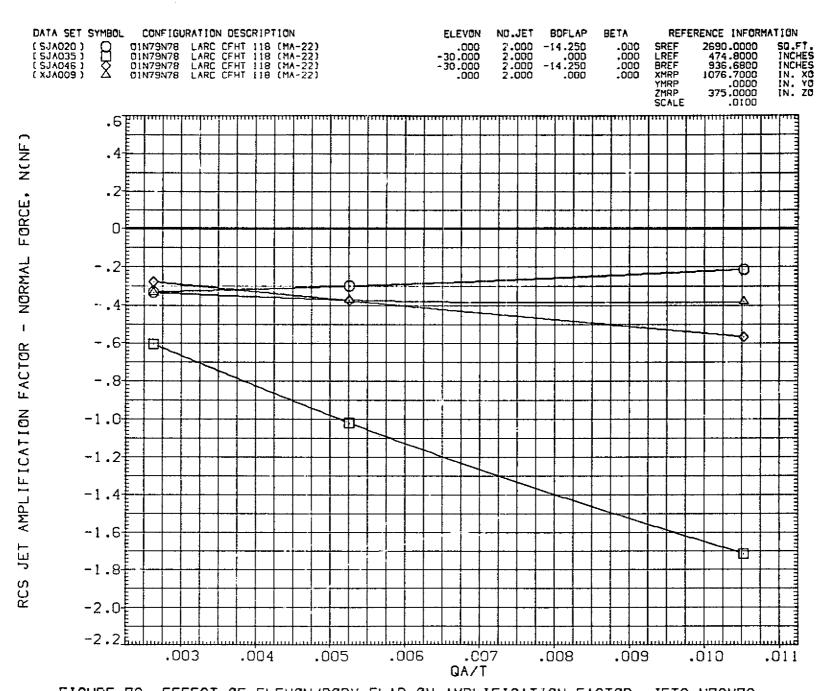


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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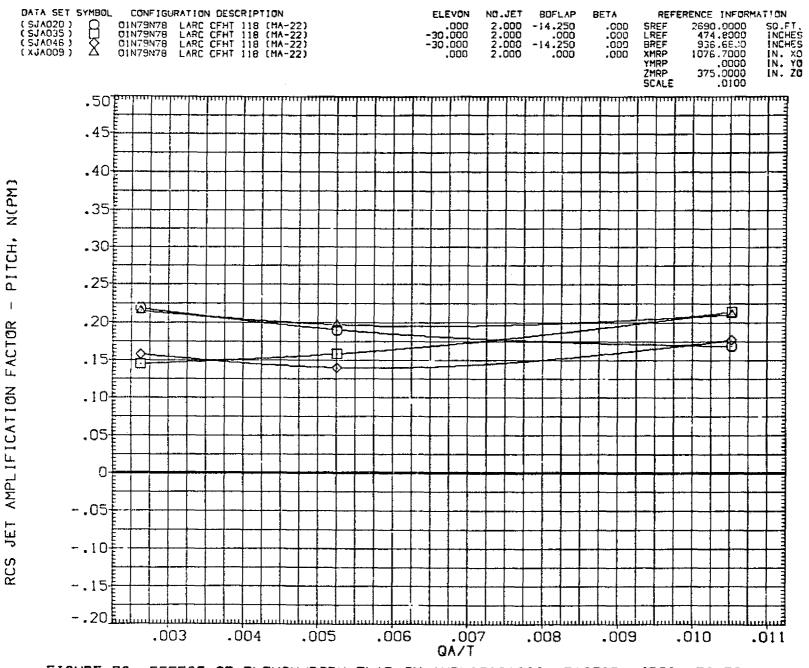


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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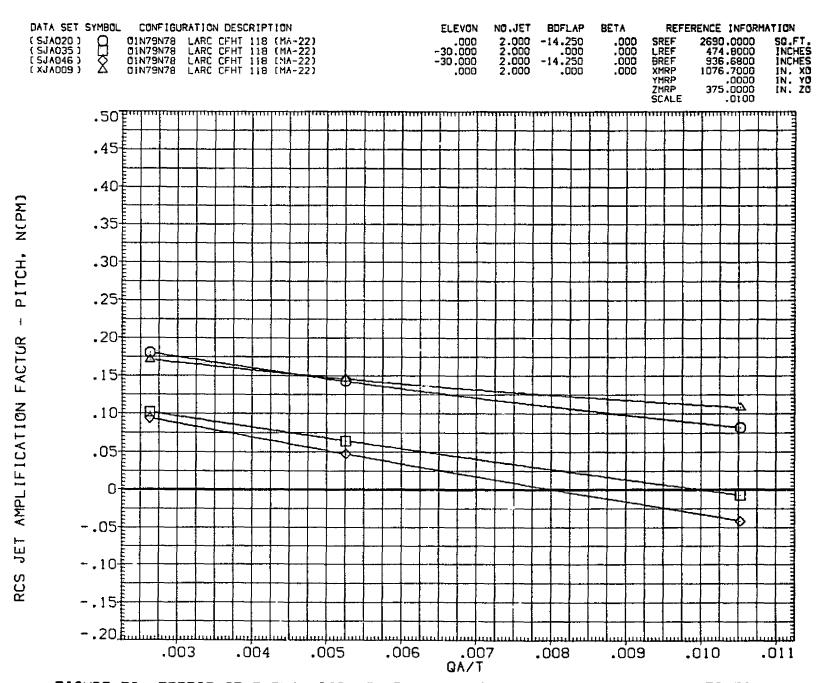


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1431

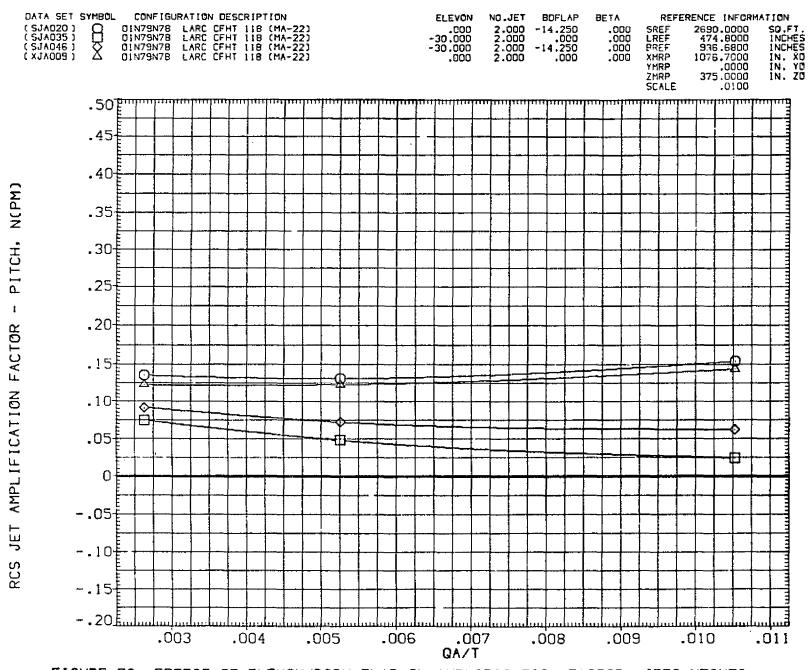


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (C)ALPHA = 10.00PAGE 1432

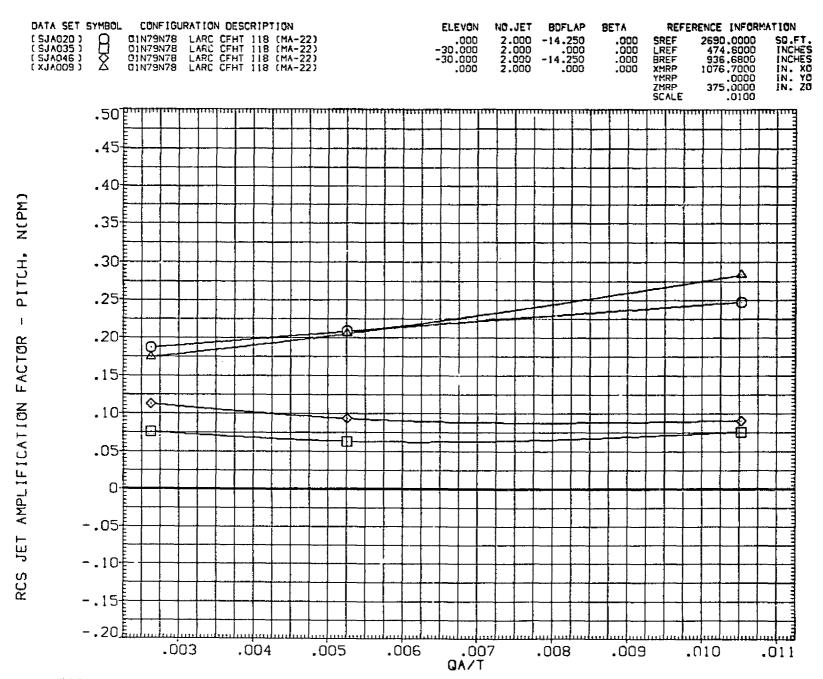


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00

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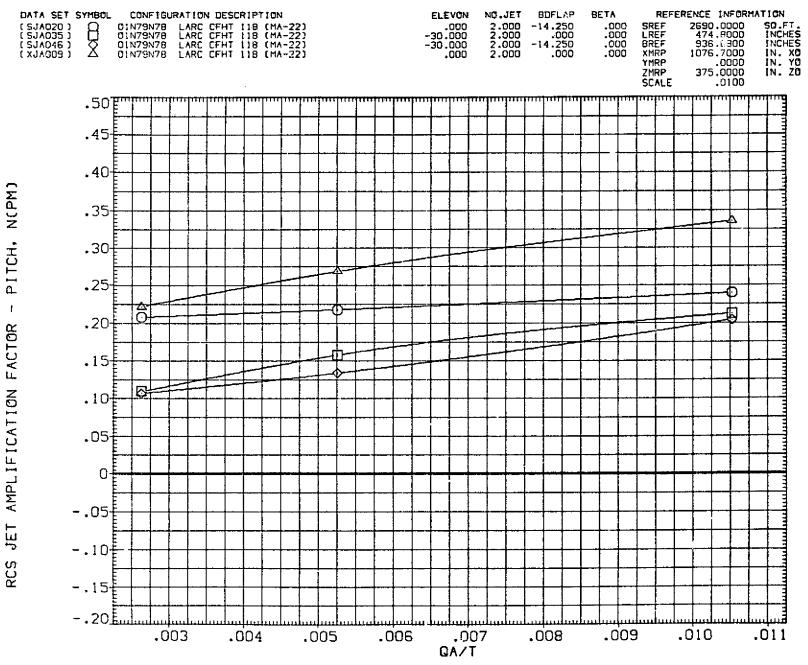


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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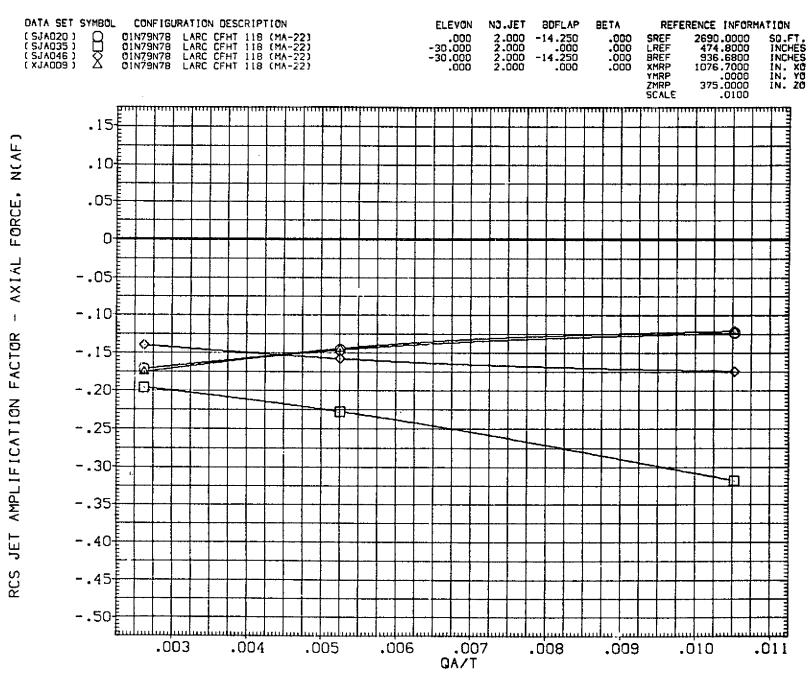


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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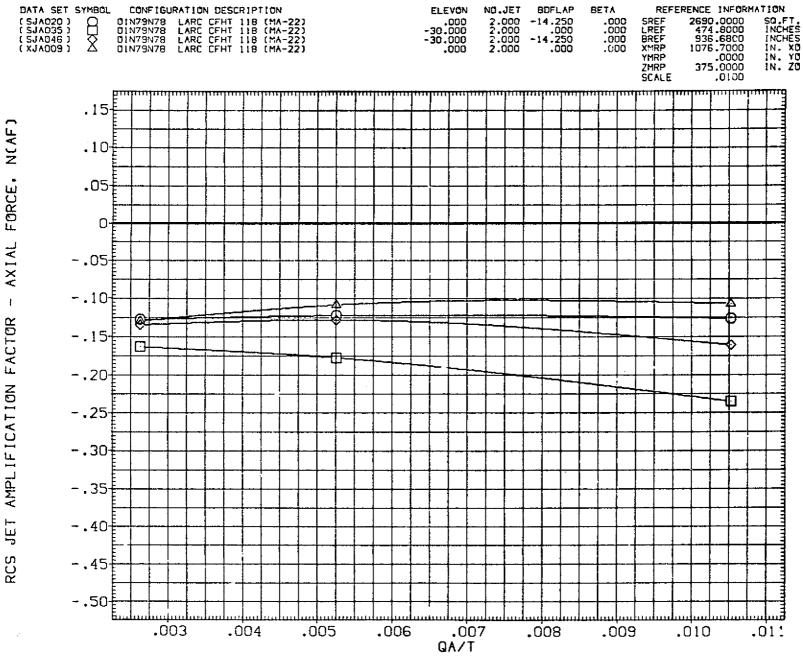
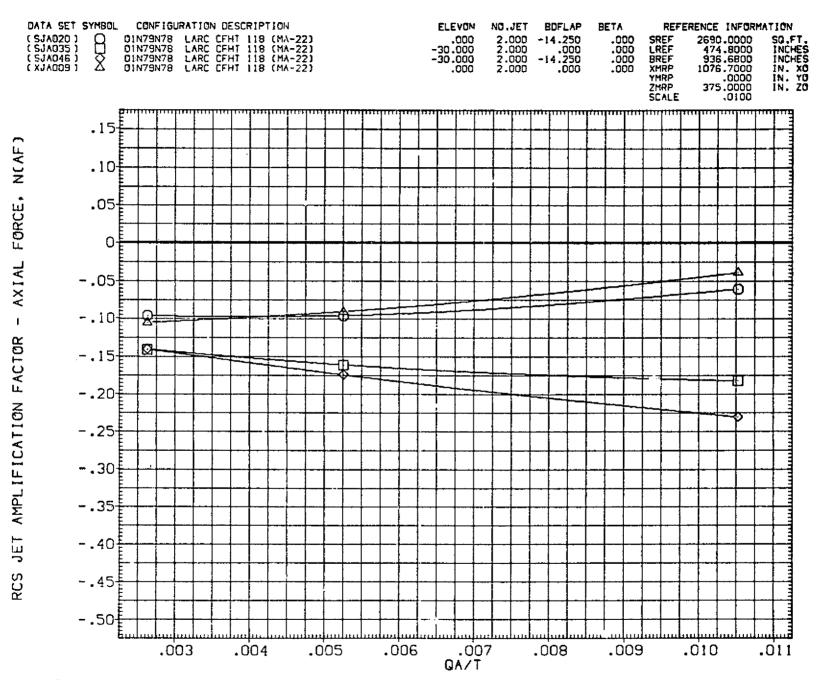


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1436

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FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00 PAGE 1437

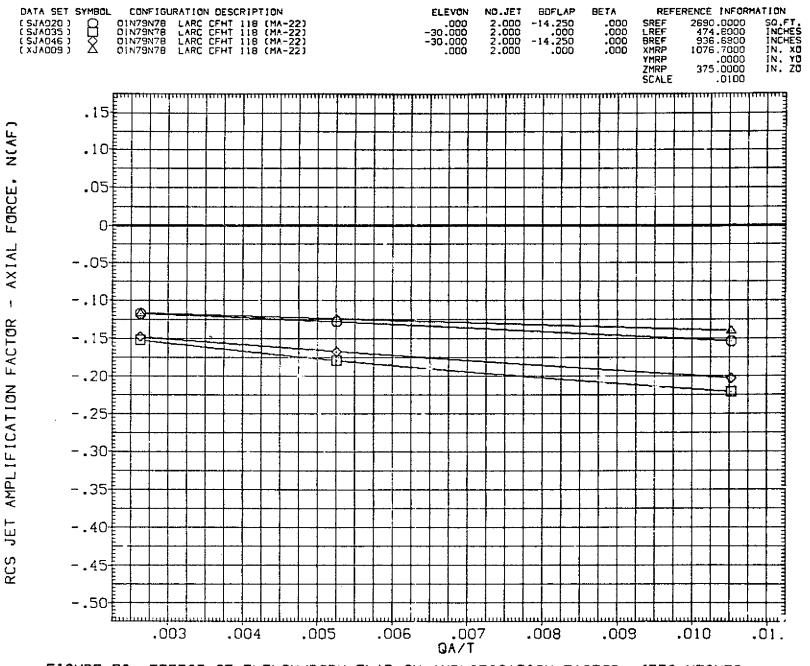


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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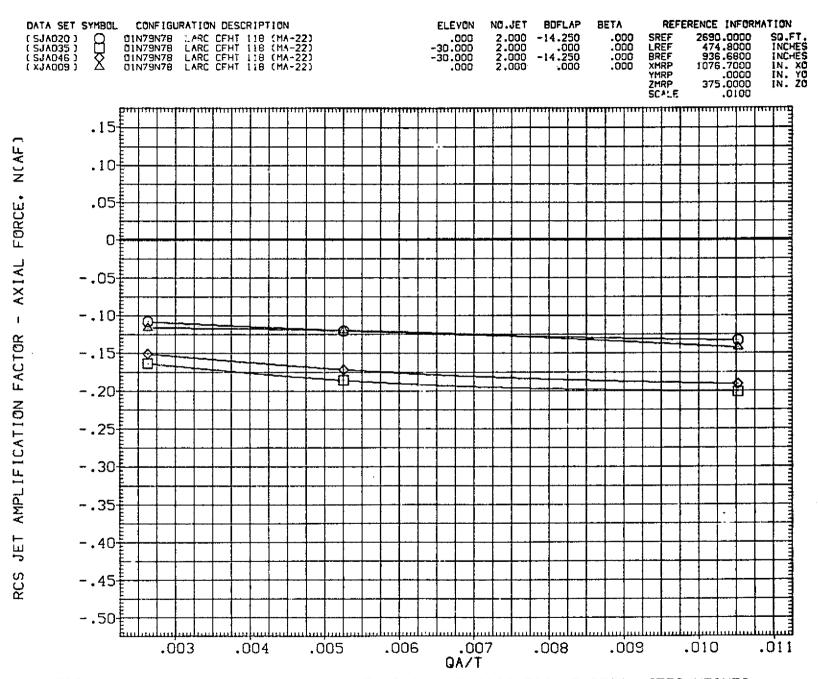


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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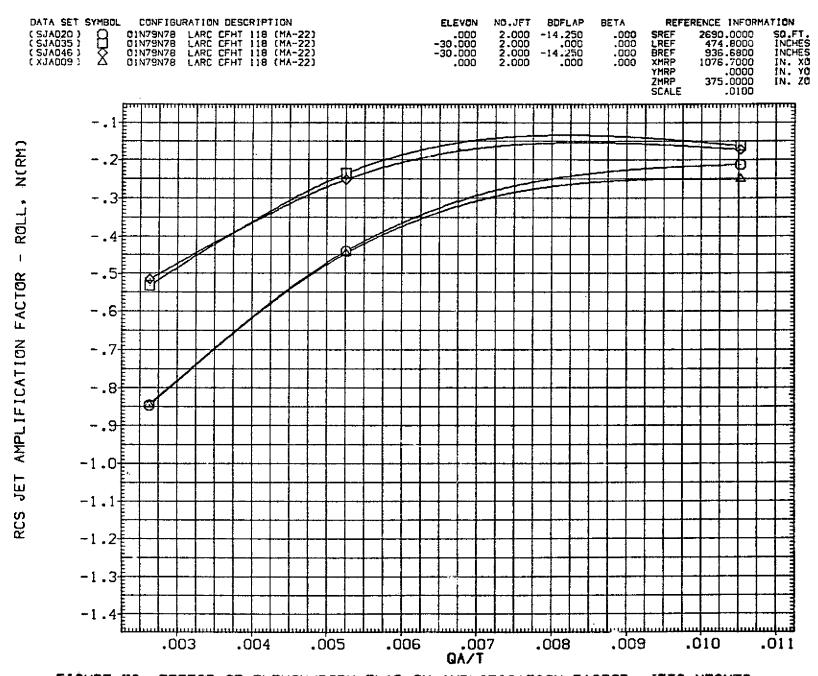


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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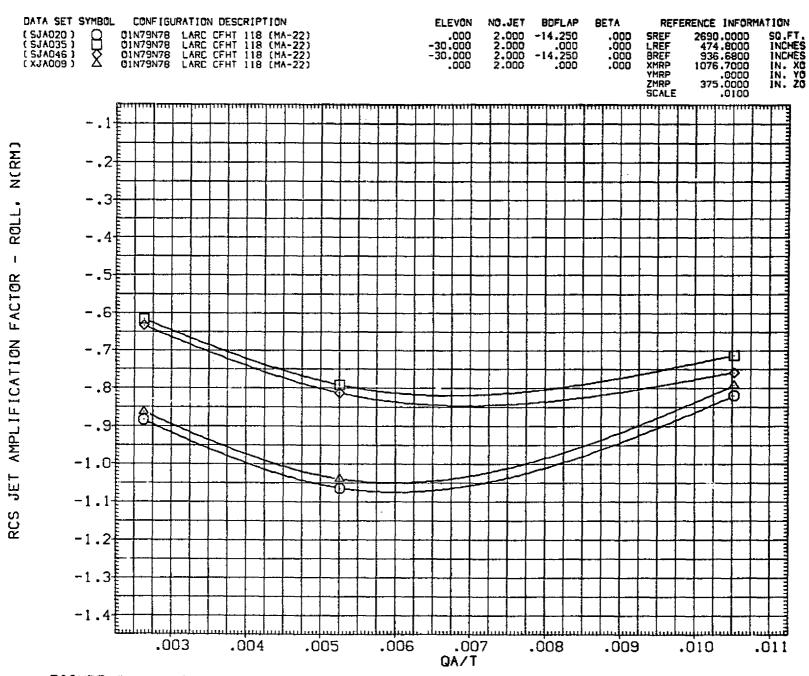


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1441

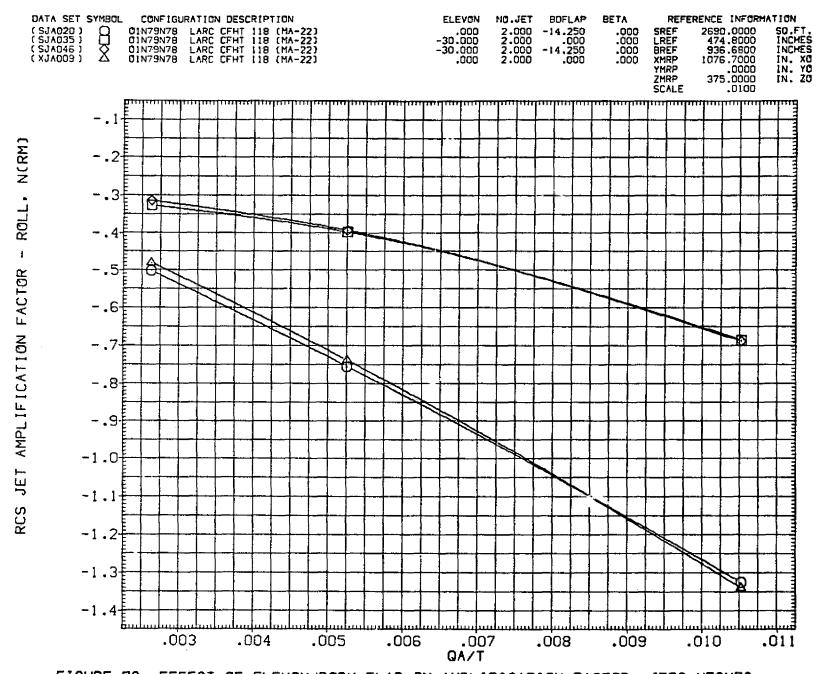


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00

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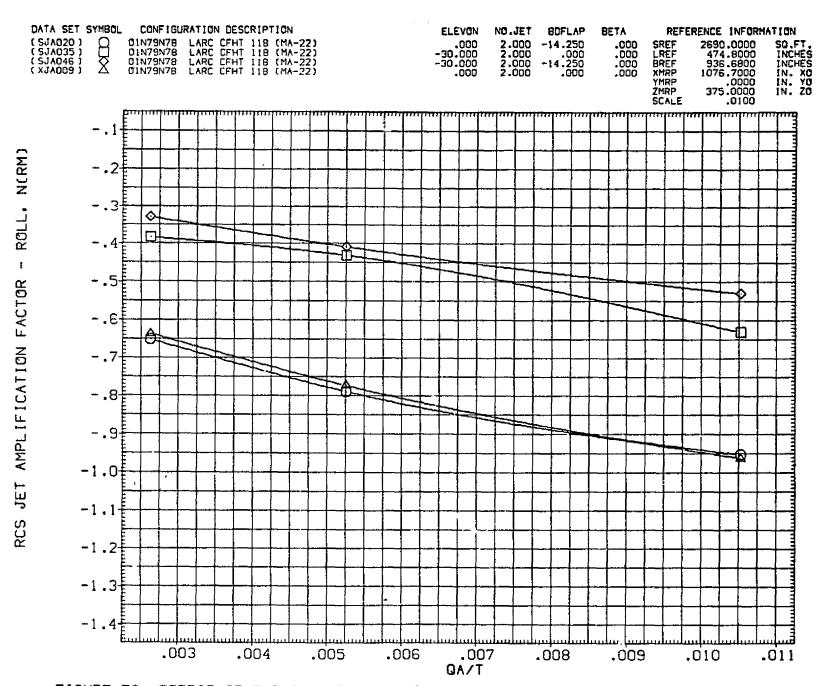


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00

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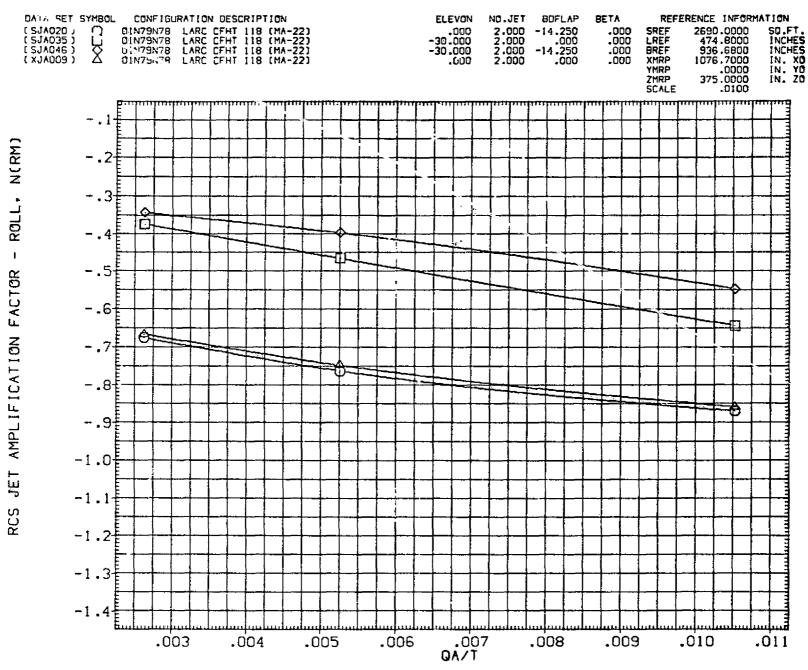


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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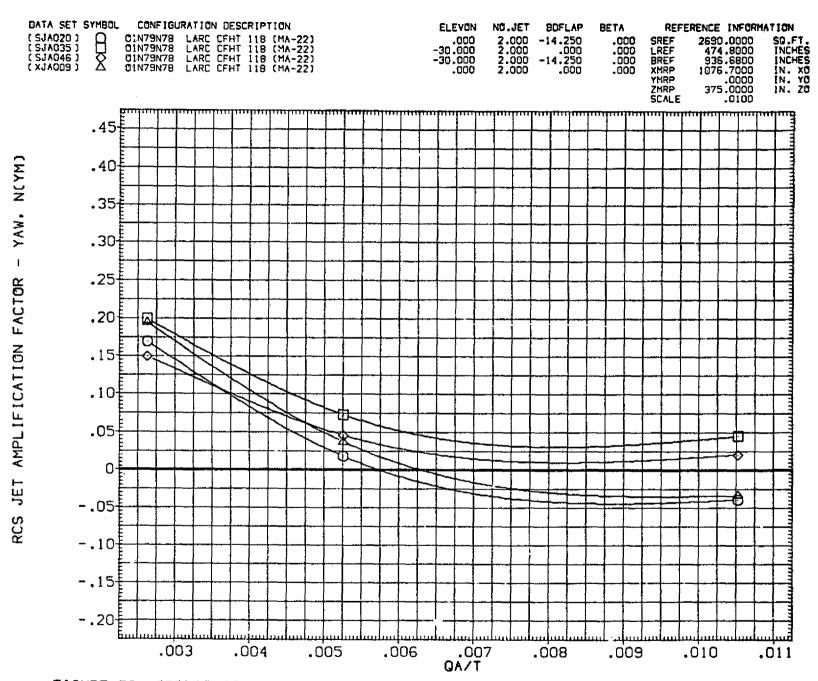


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

[A]ALPHA = -8.00

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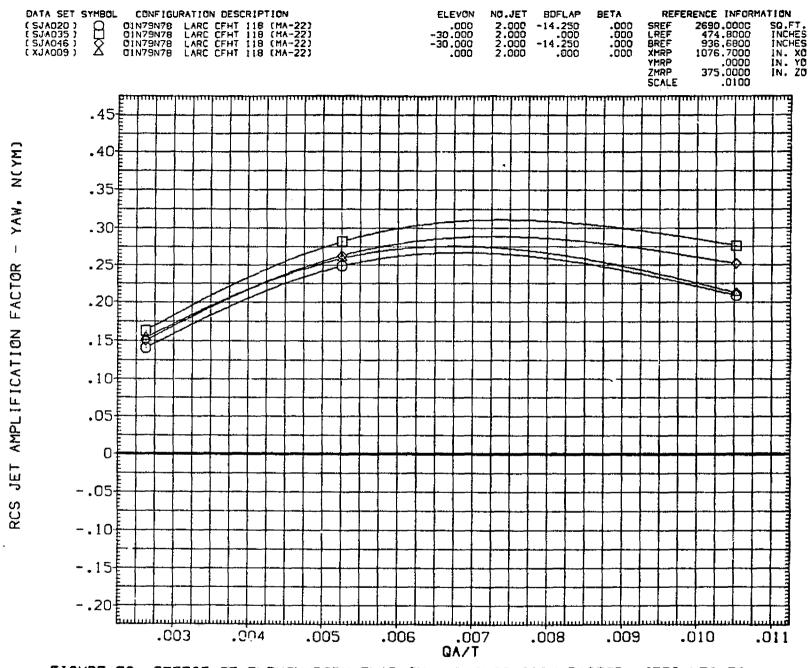


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00

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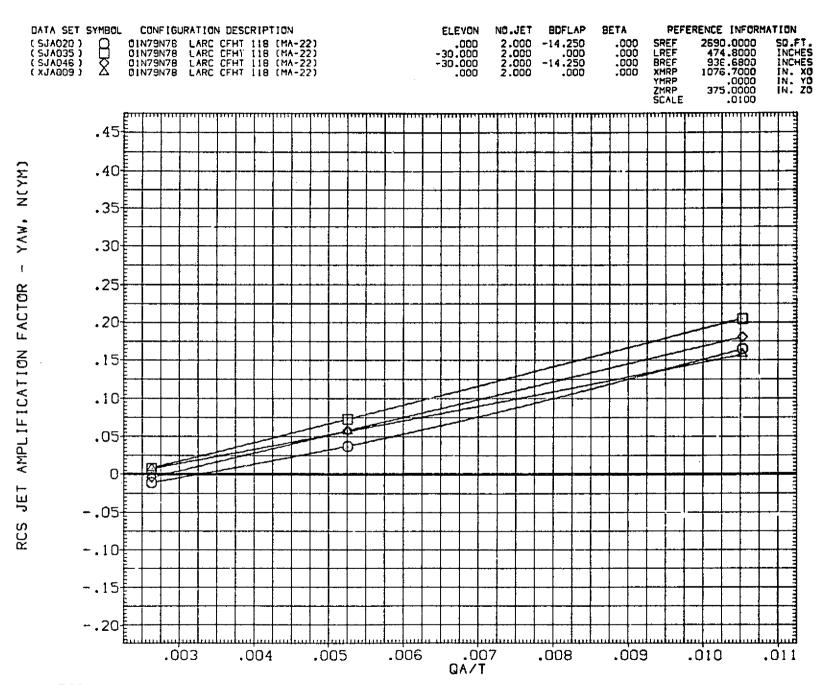


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00 PAGE 1447

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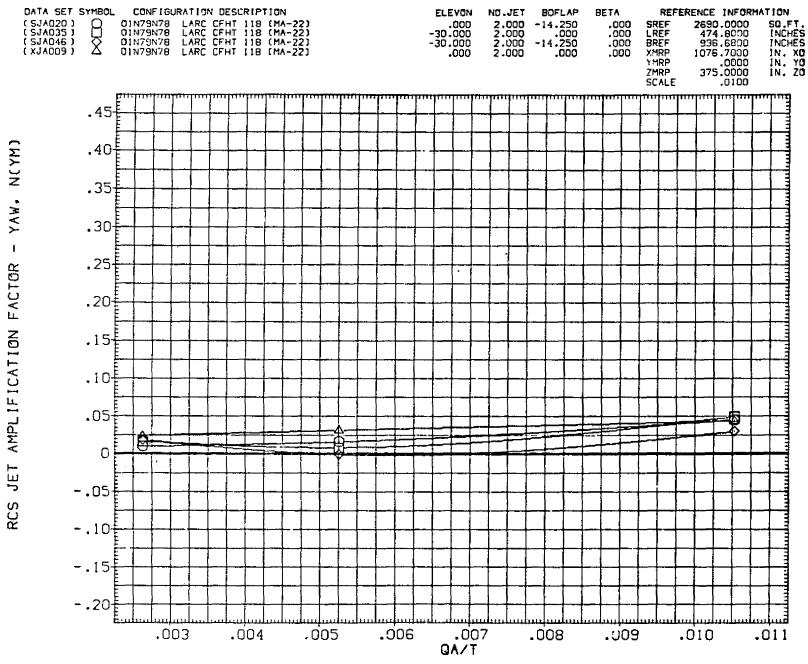


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00 PAGE 1448

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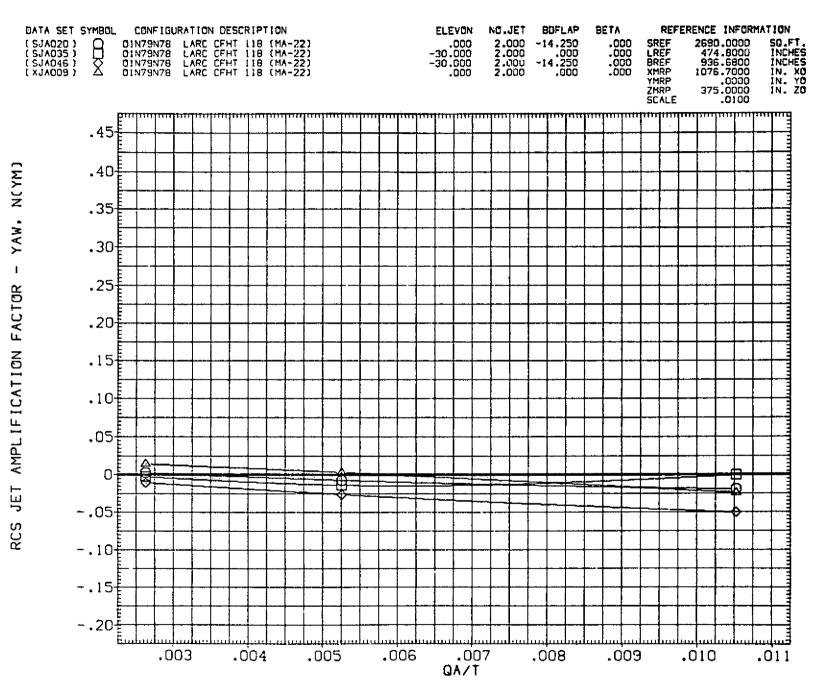
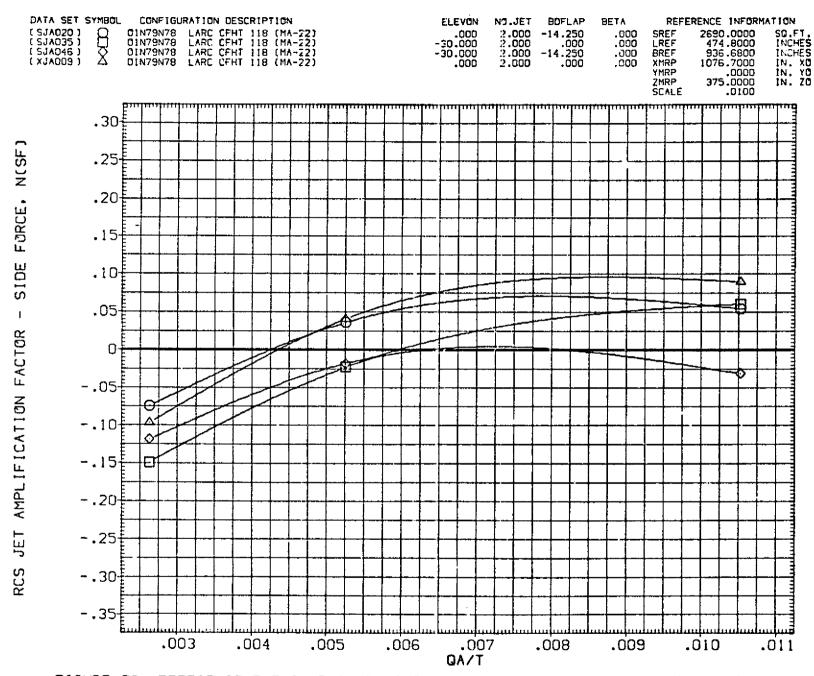


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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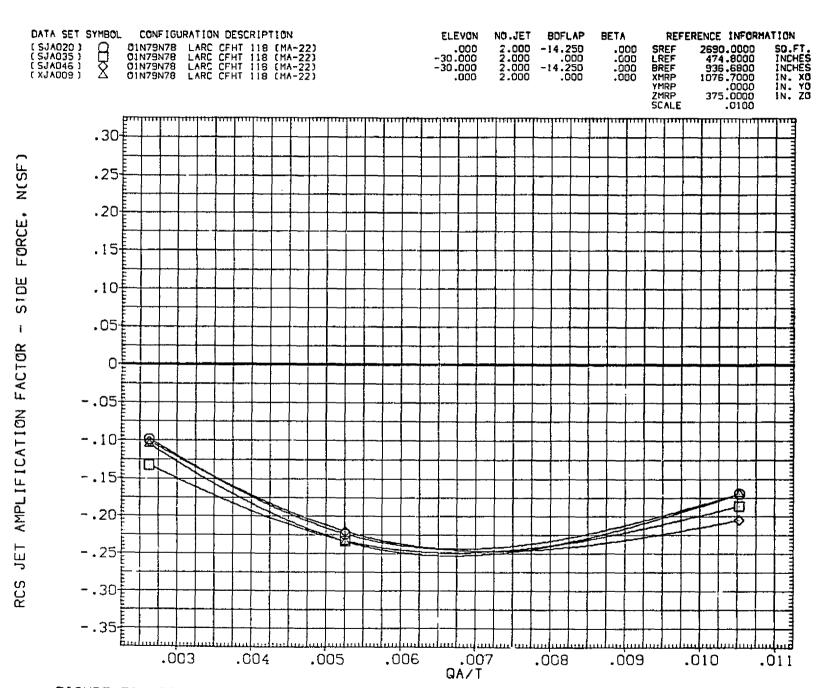


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FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00

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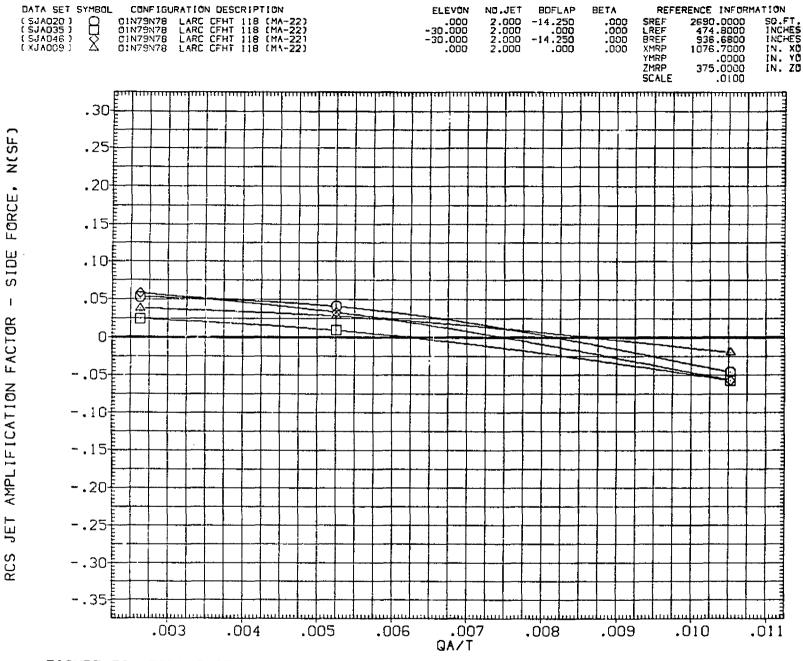
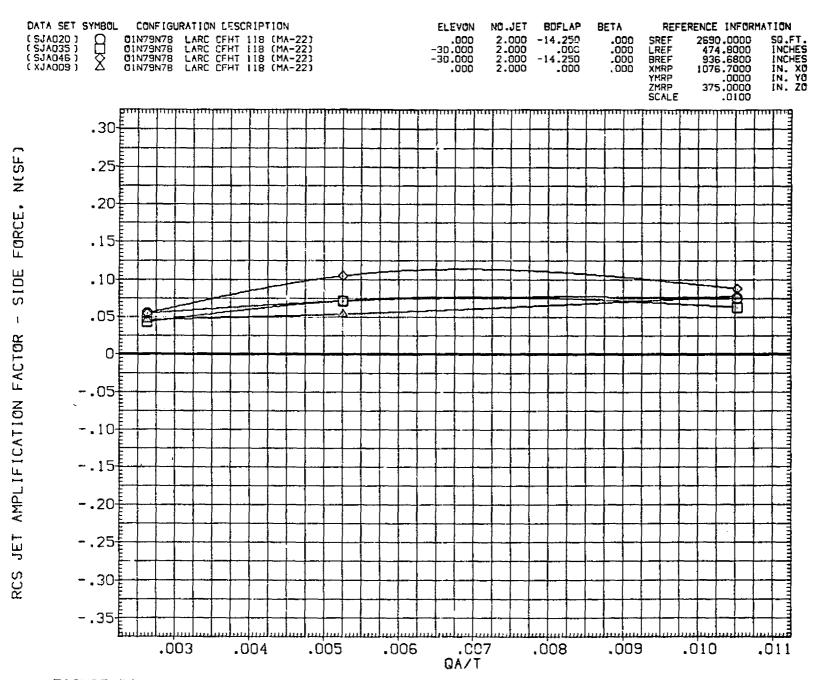


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

[C]ALPHA = 10.00

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FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00 PAGE 1453

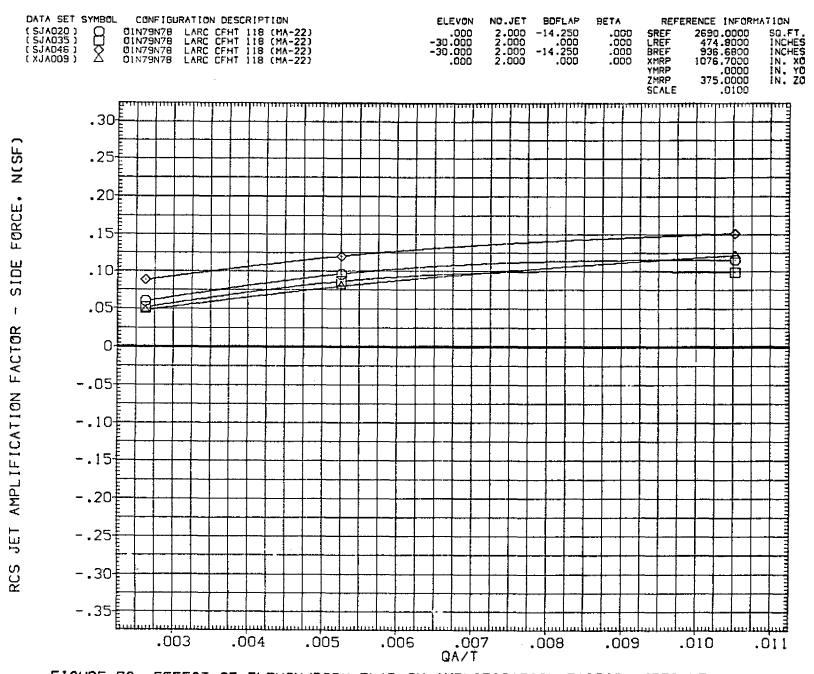


FIGURE 78. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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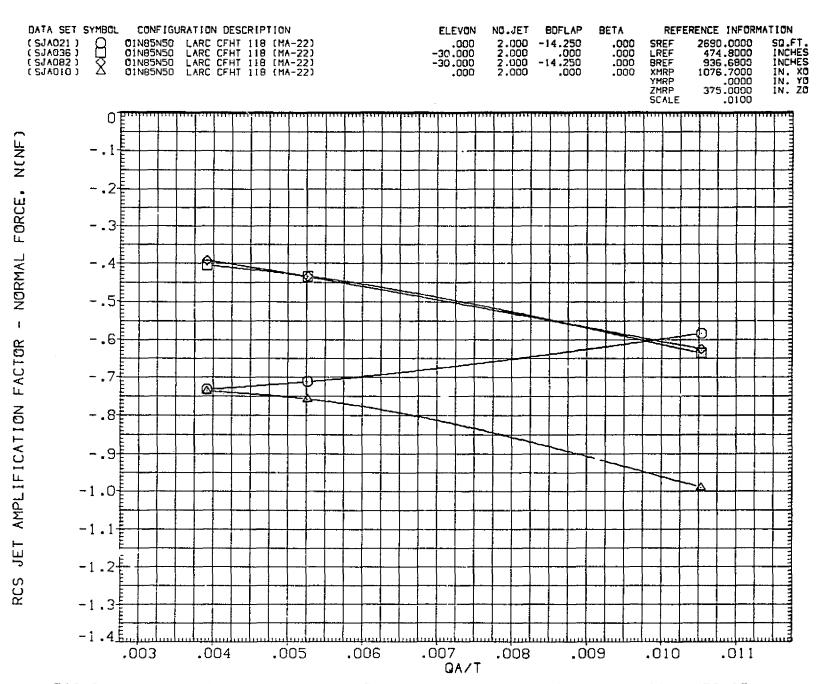


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

- (A)ALPHA = -8.00

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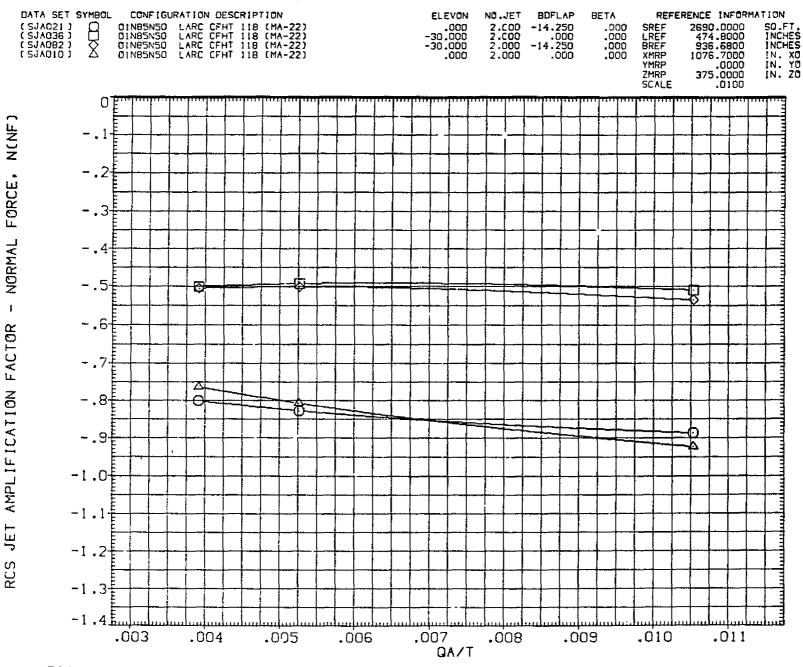


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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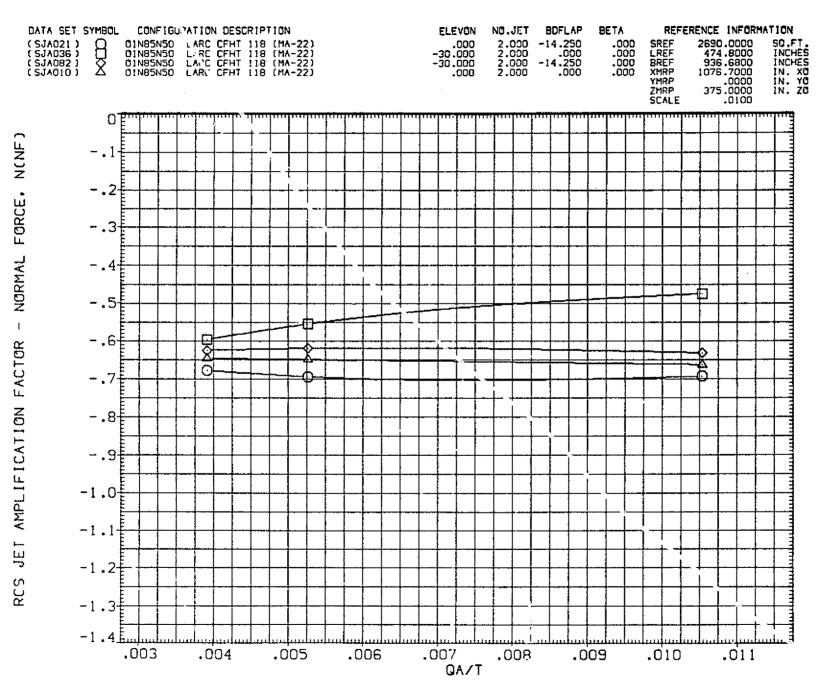


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85 (C)ALPHA = 10.00

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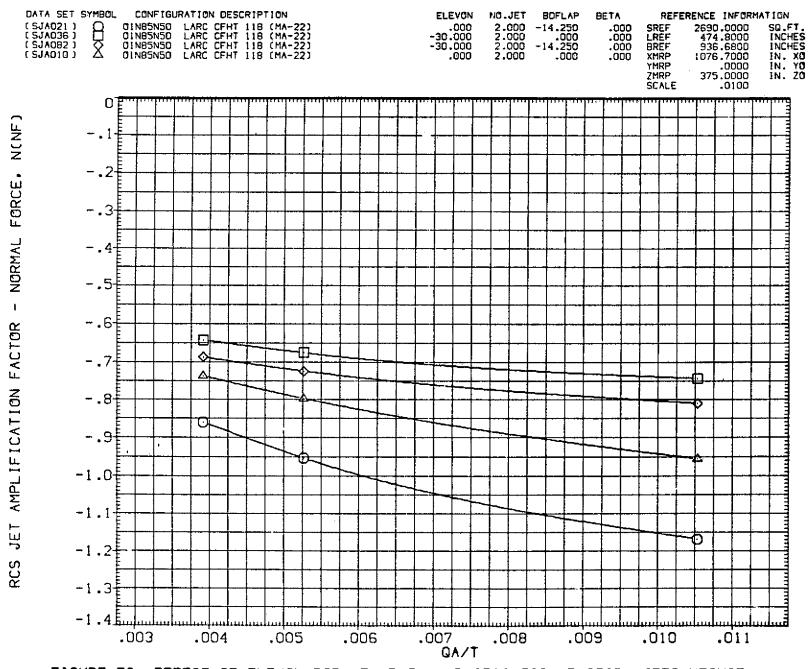


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85 (D)ALPHA = 20.00PAGE 1458

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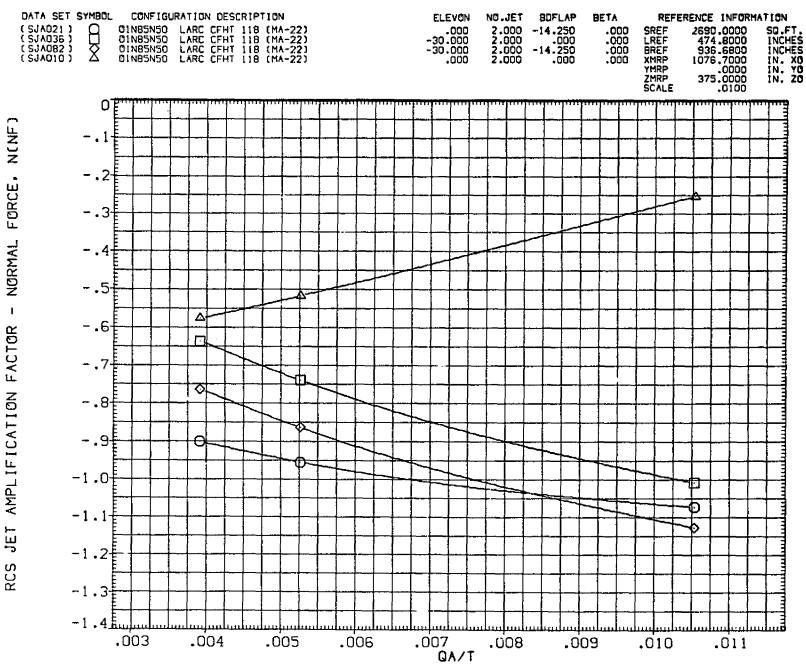


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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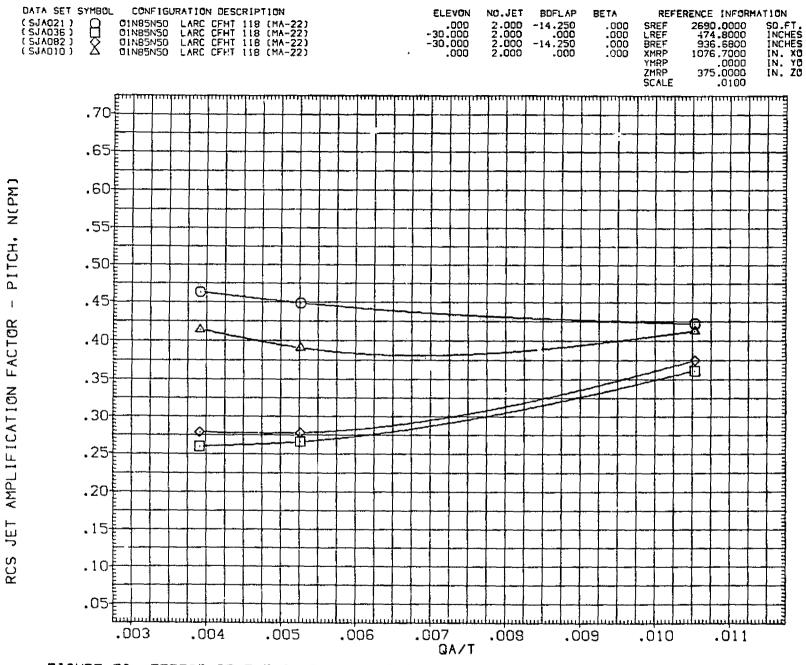


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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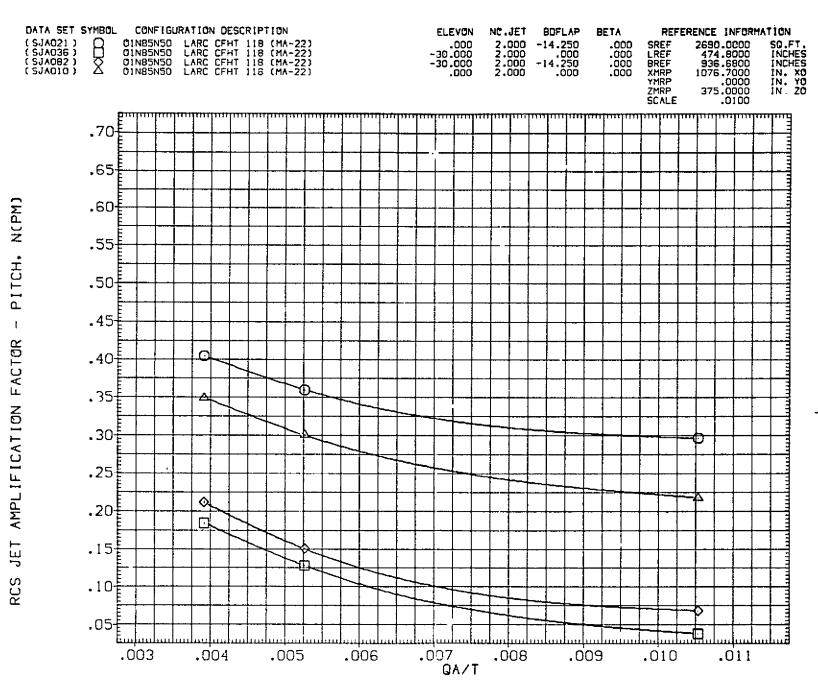


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B) ALPHA = .00

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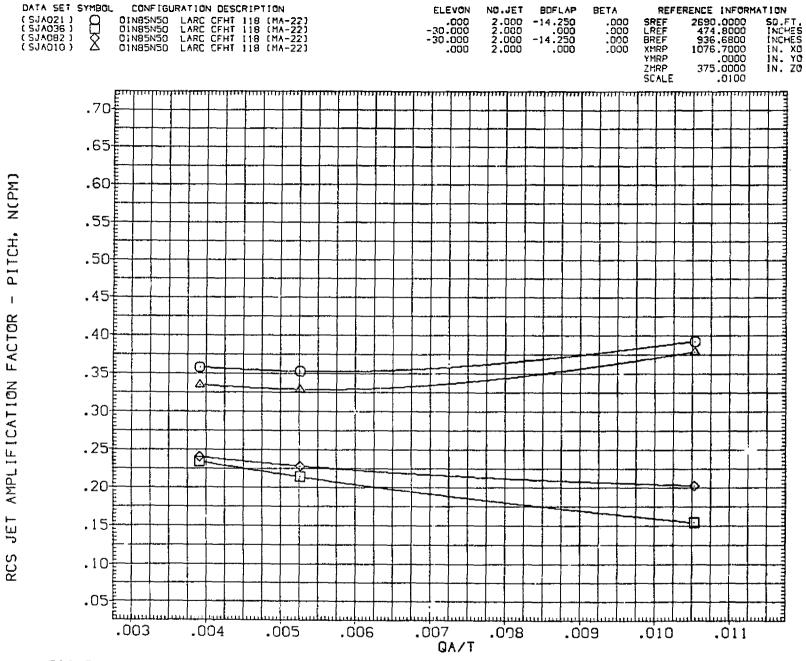


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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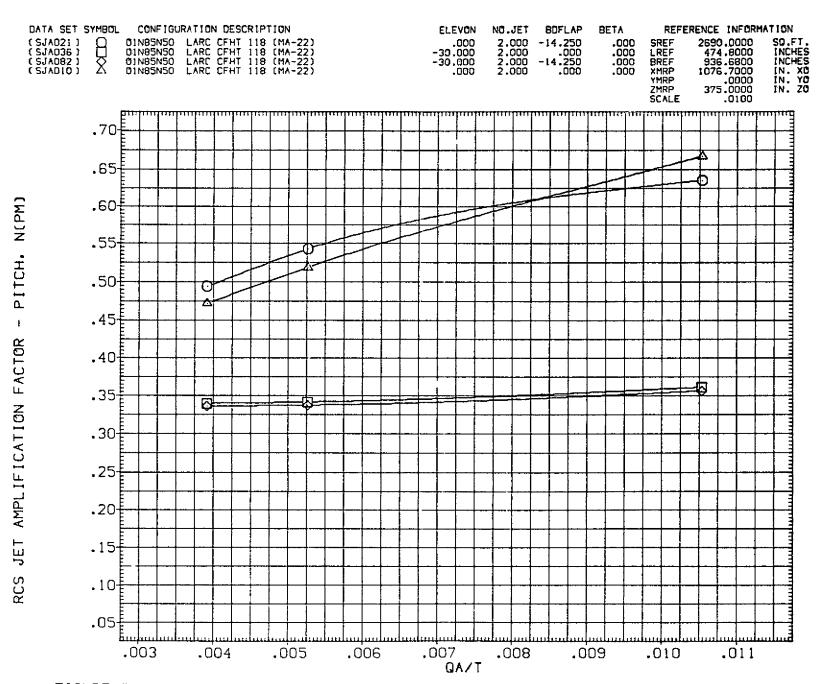
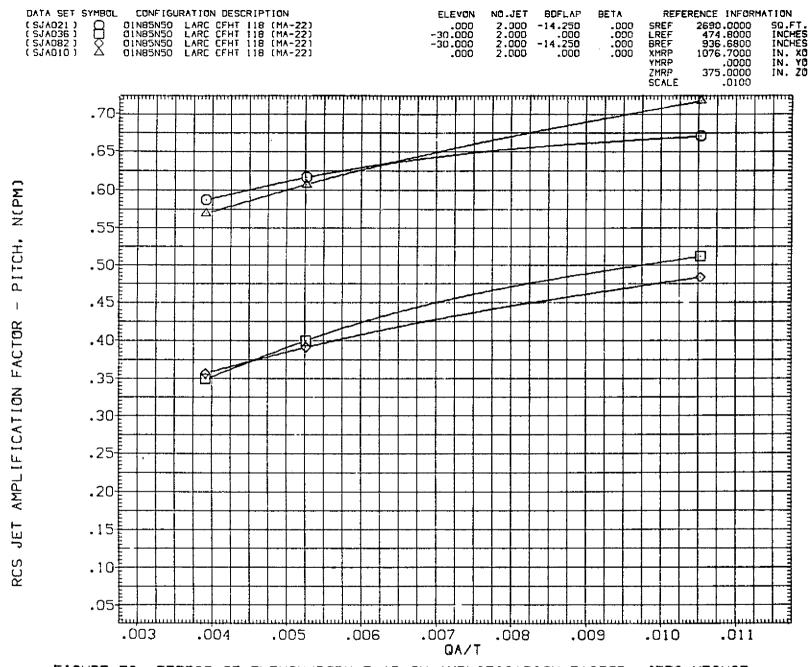


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00

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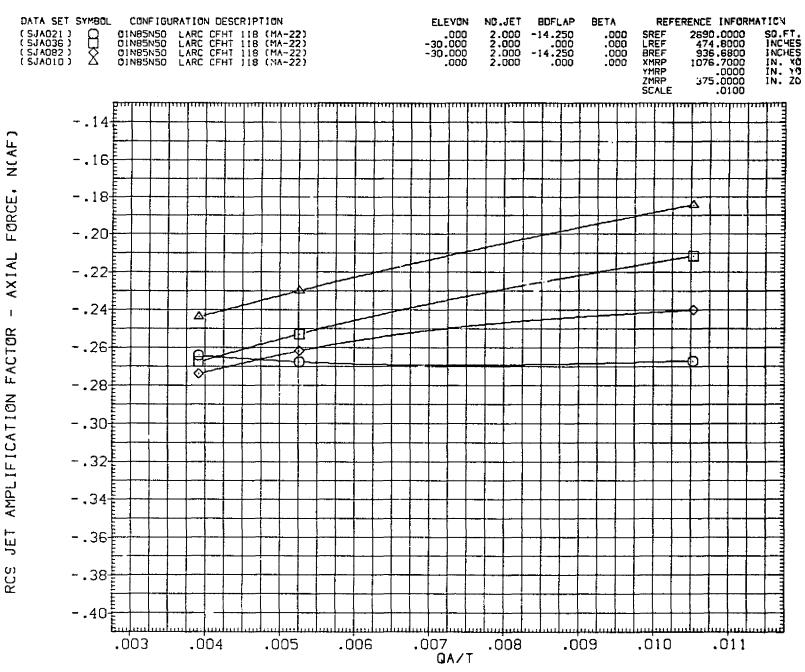
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FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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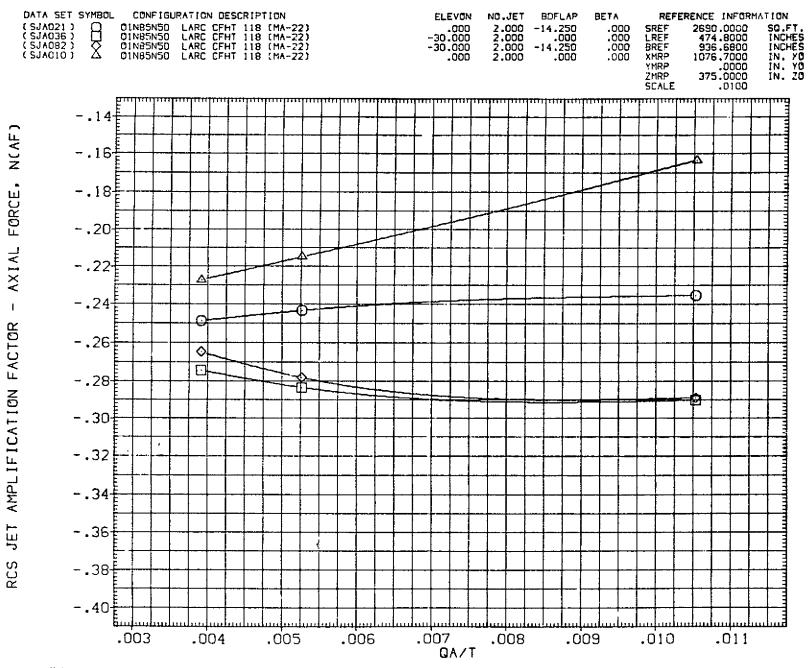


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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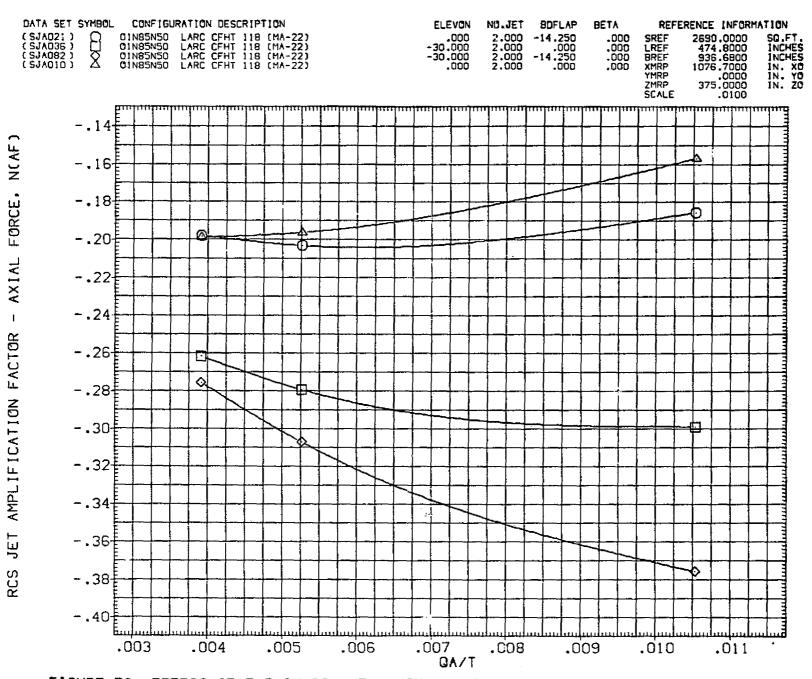


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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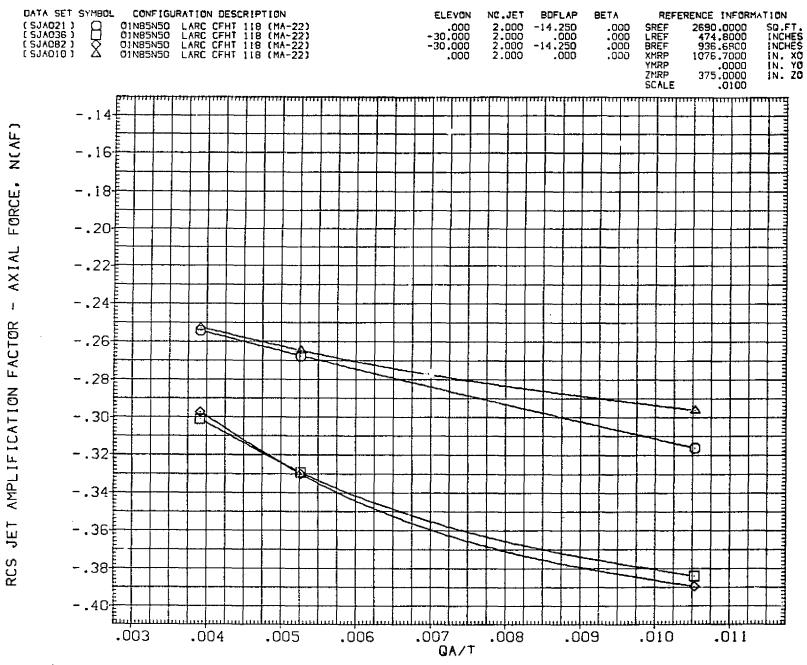


FIGURE 79. EFFECT OF ELEVUN/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00

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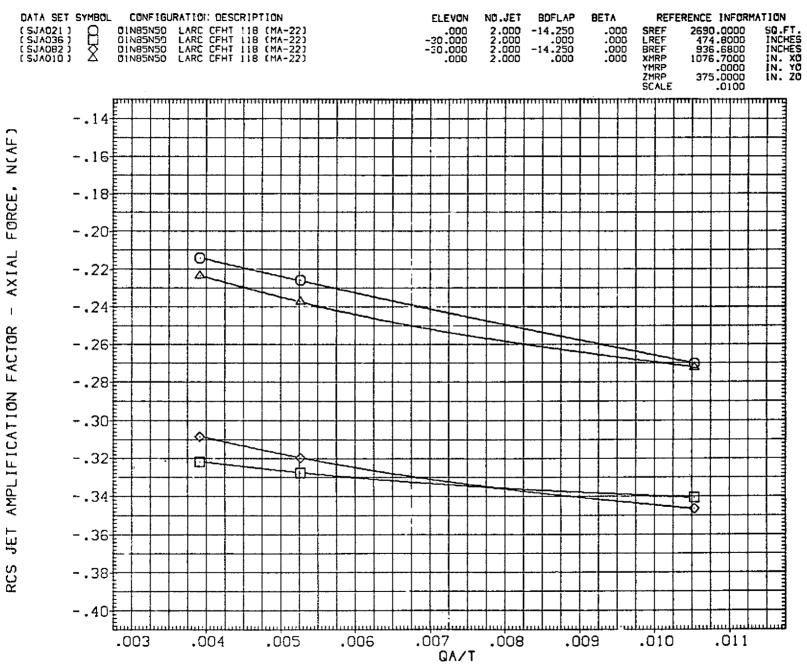


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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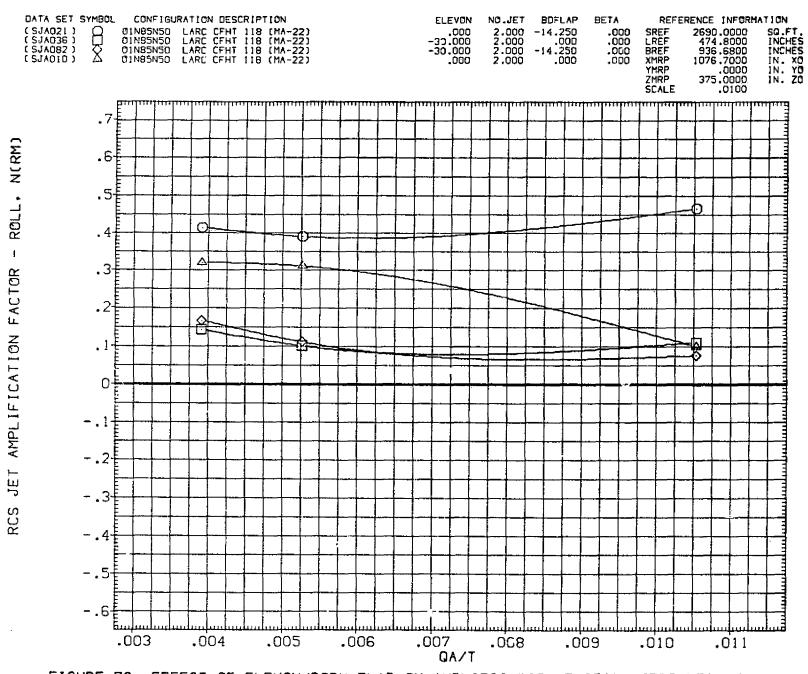


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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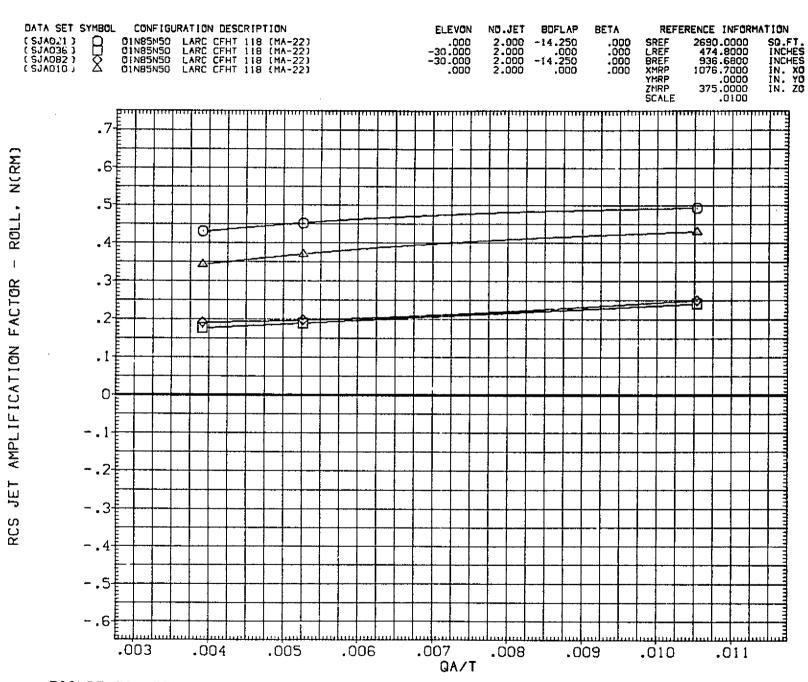


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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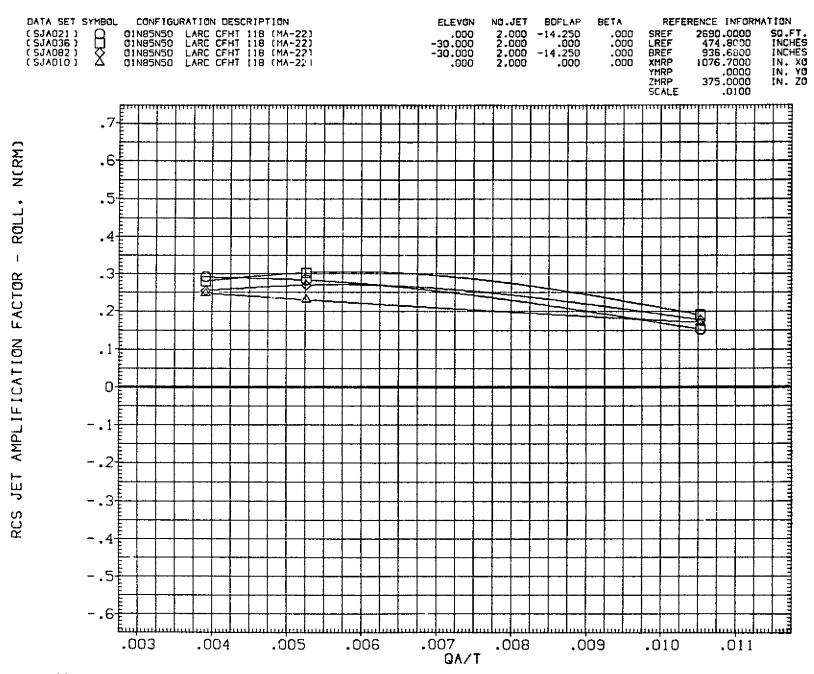


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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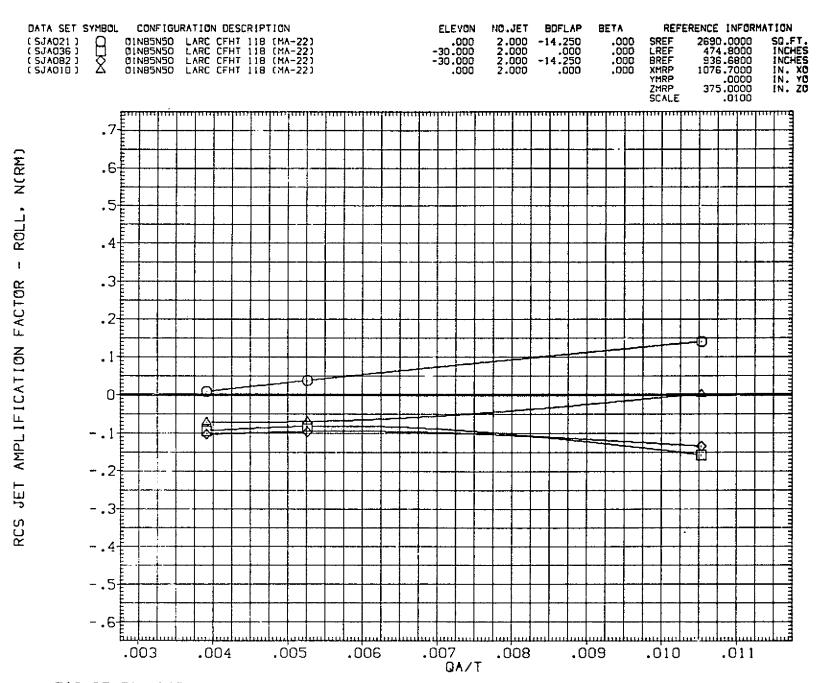


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00 PAGE 1473

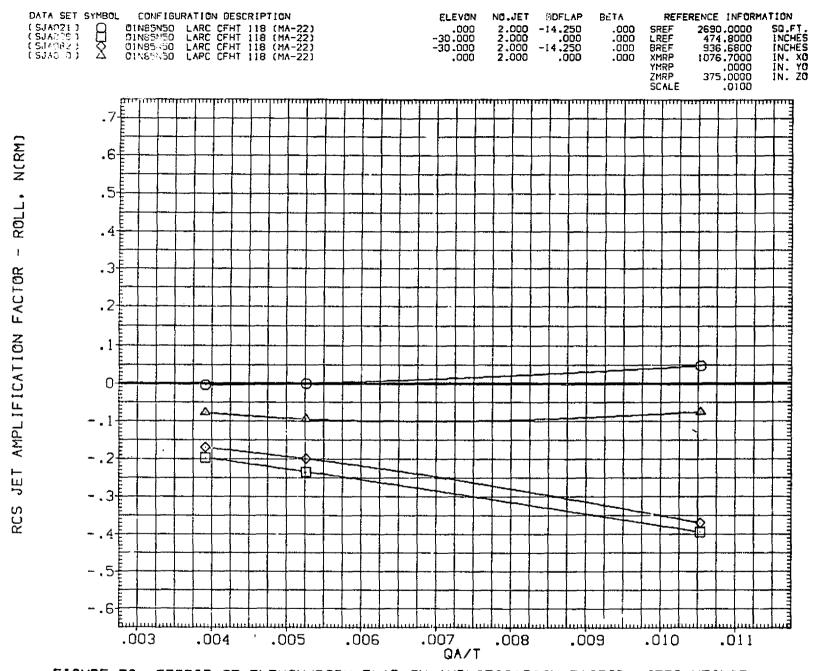


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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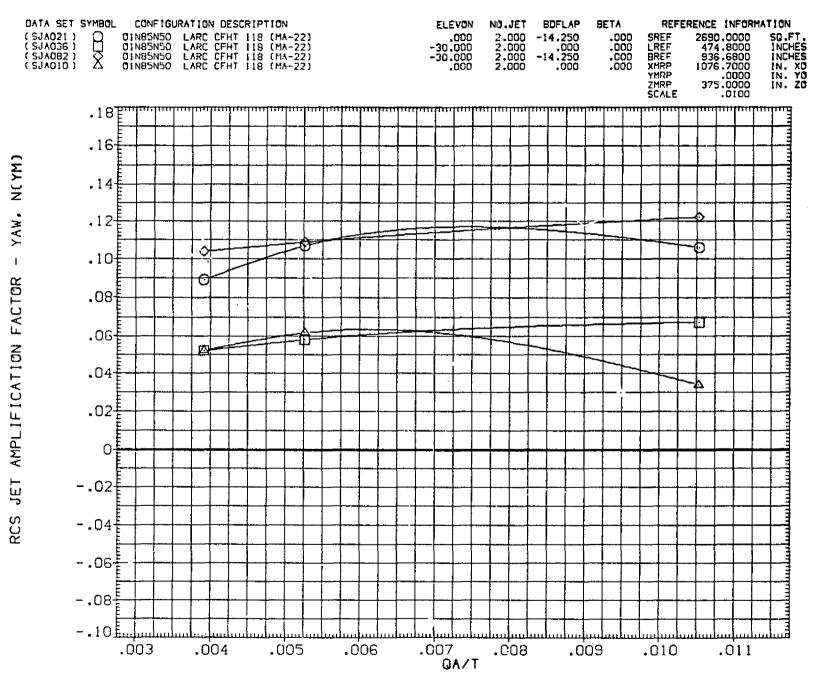


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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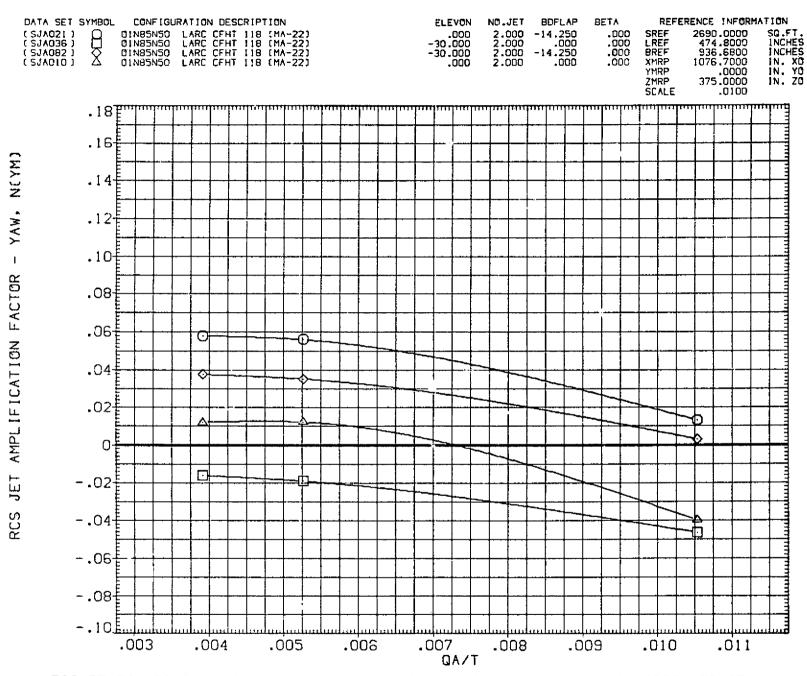


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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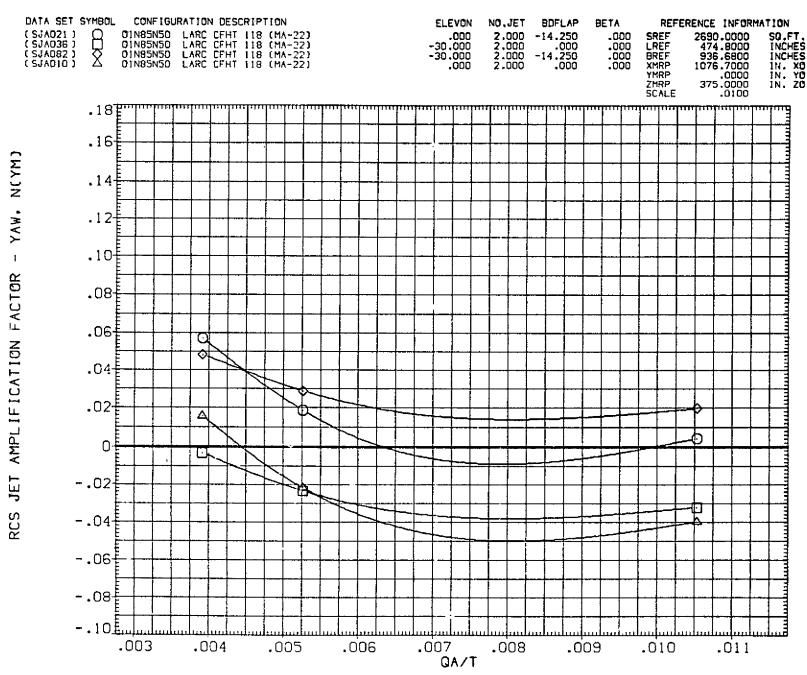


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

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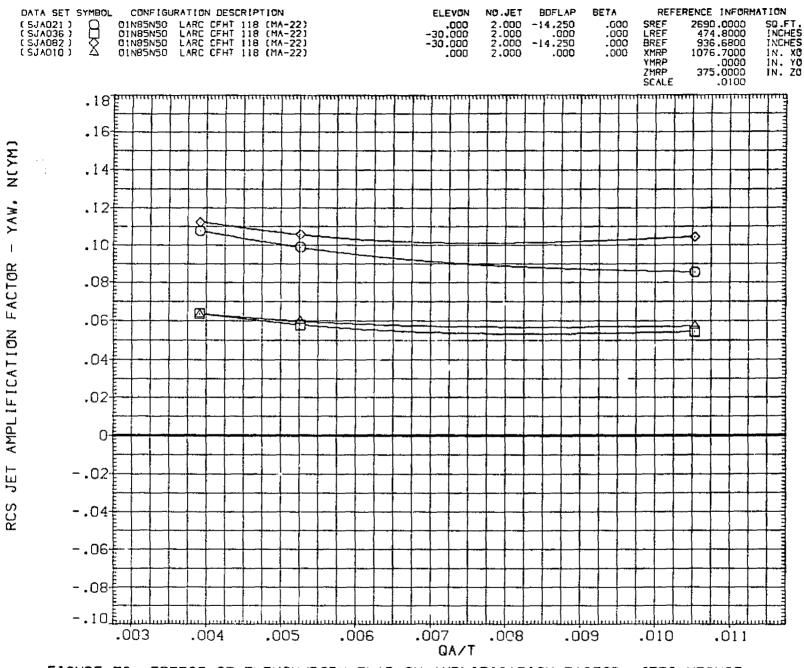


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00 PAGE 1478

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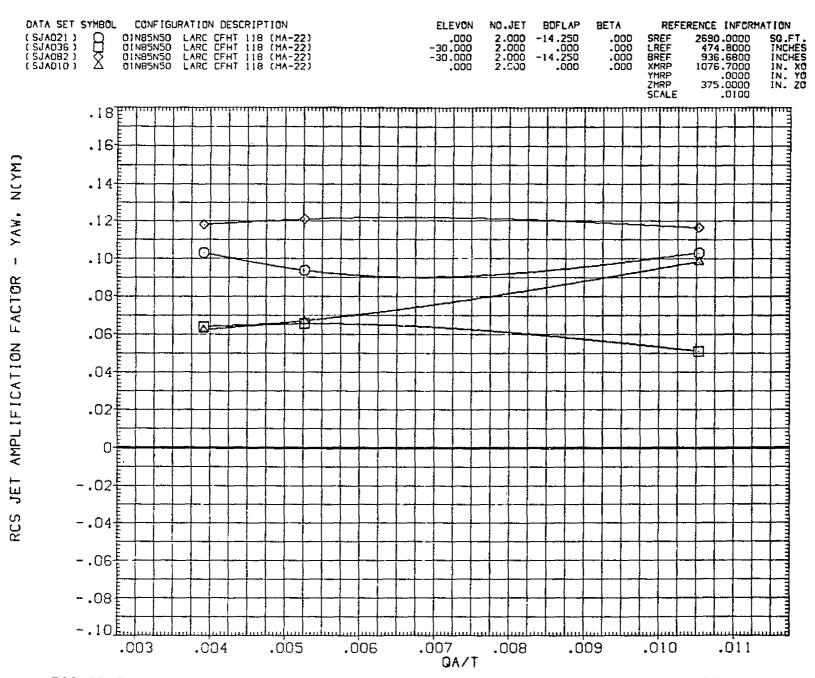


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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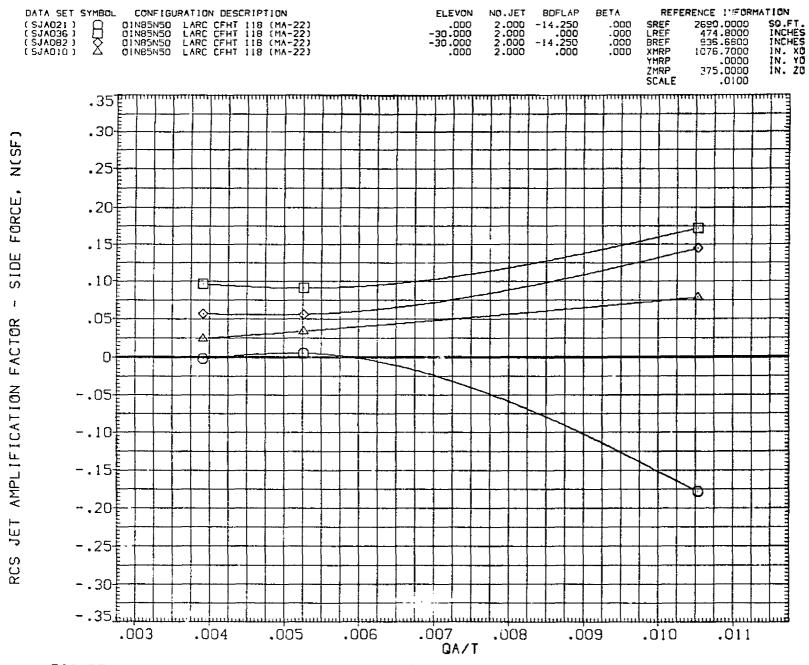


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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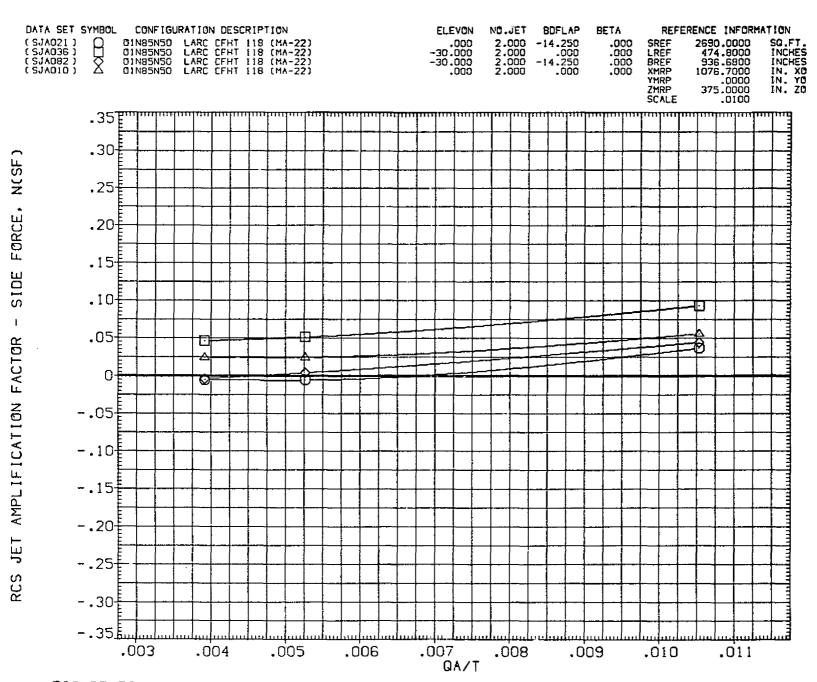


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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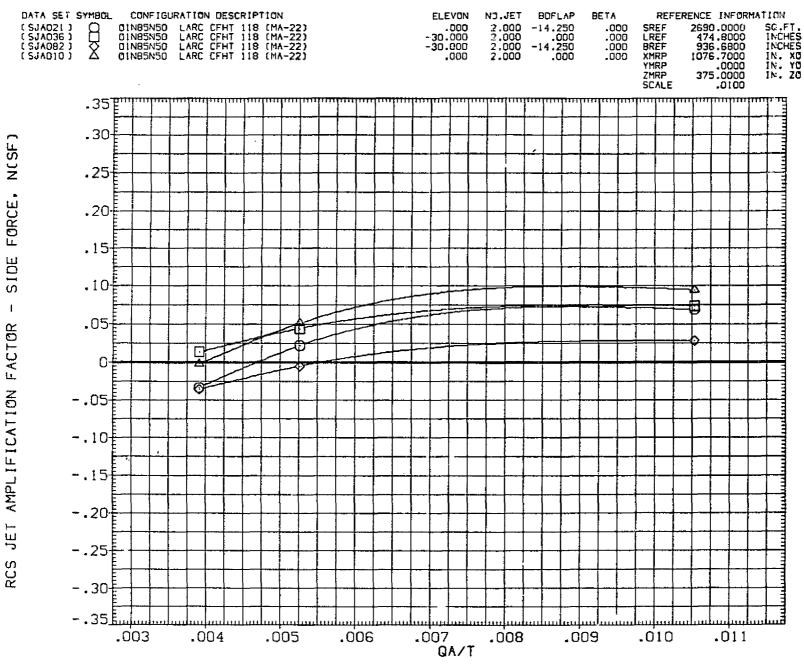


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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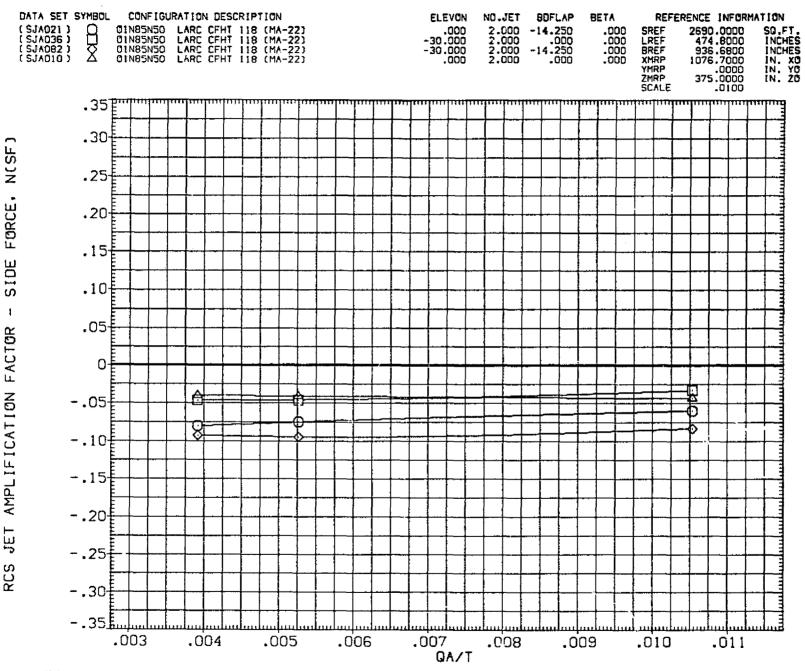


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00

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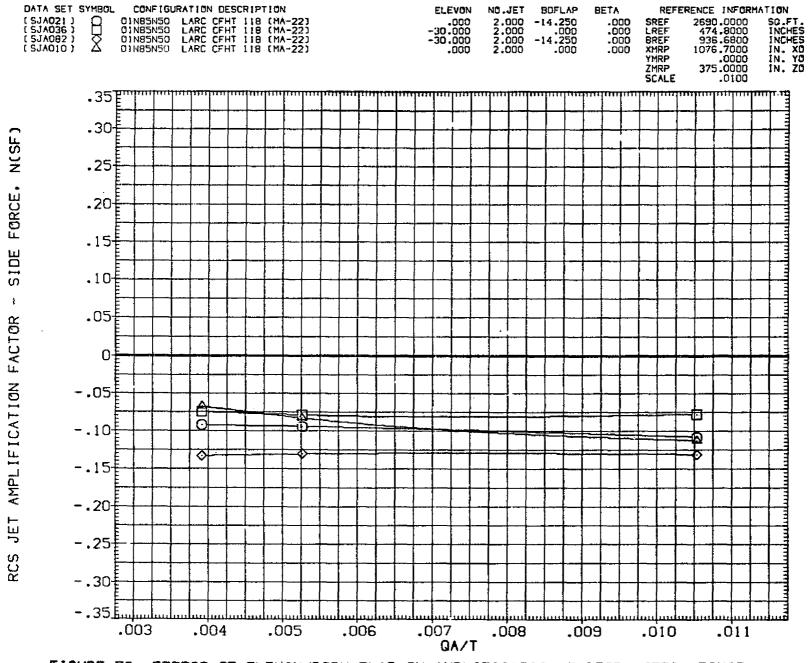


FIGURE 79. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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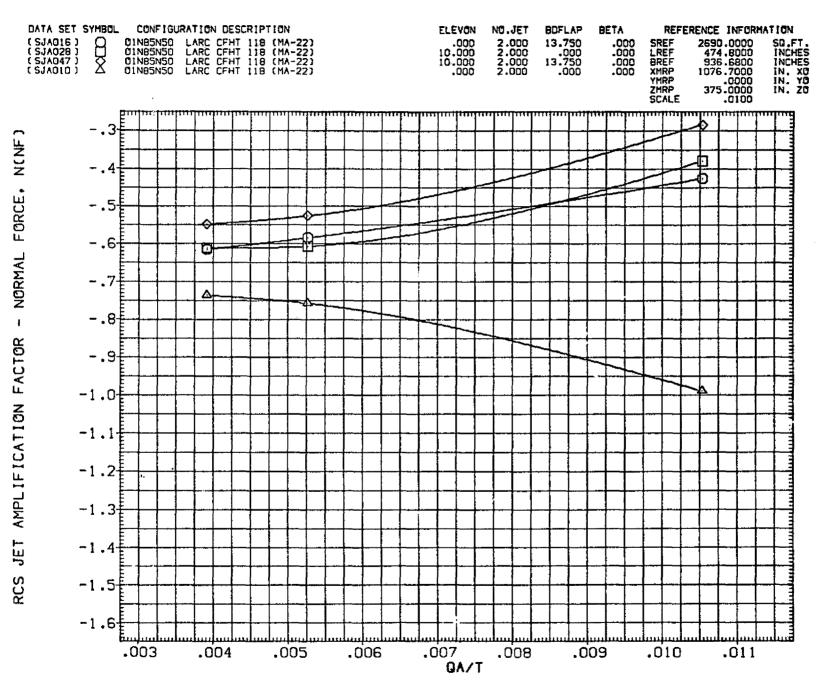


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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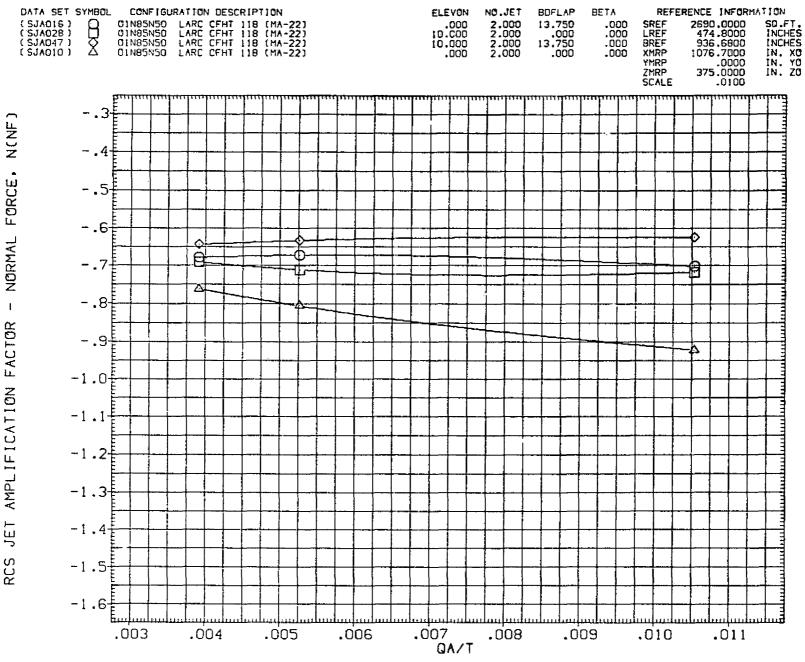


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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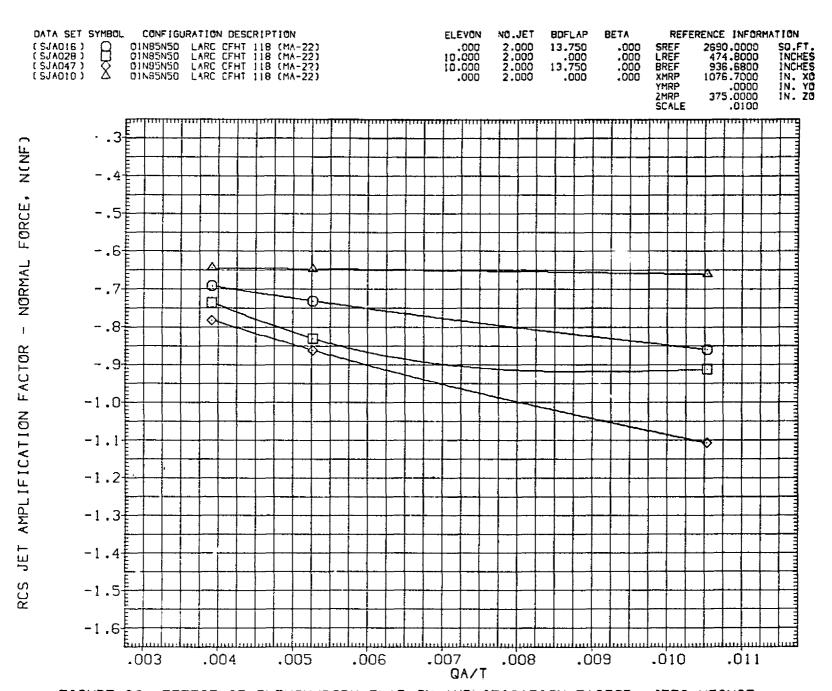


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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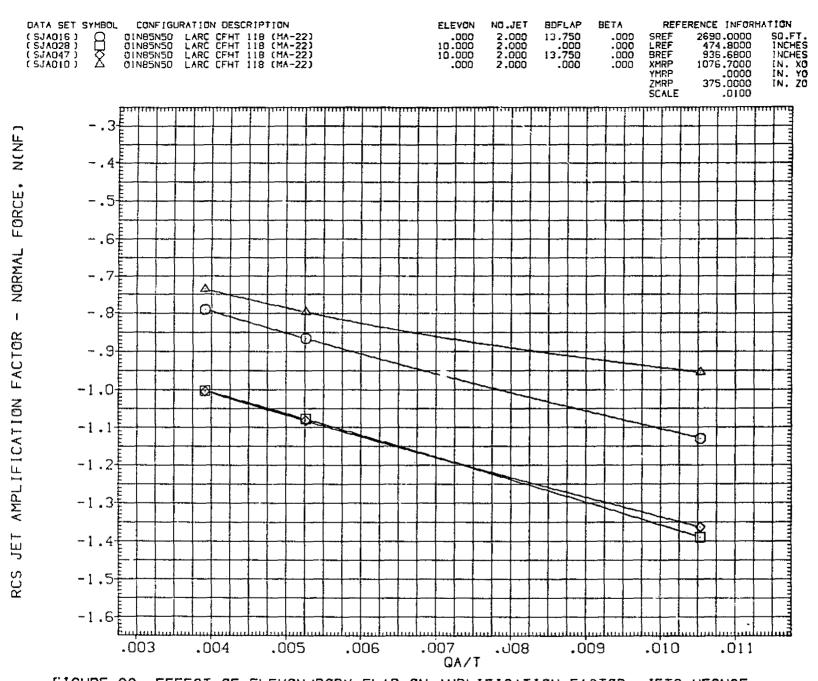


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00 PAGE 1488

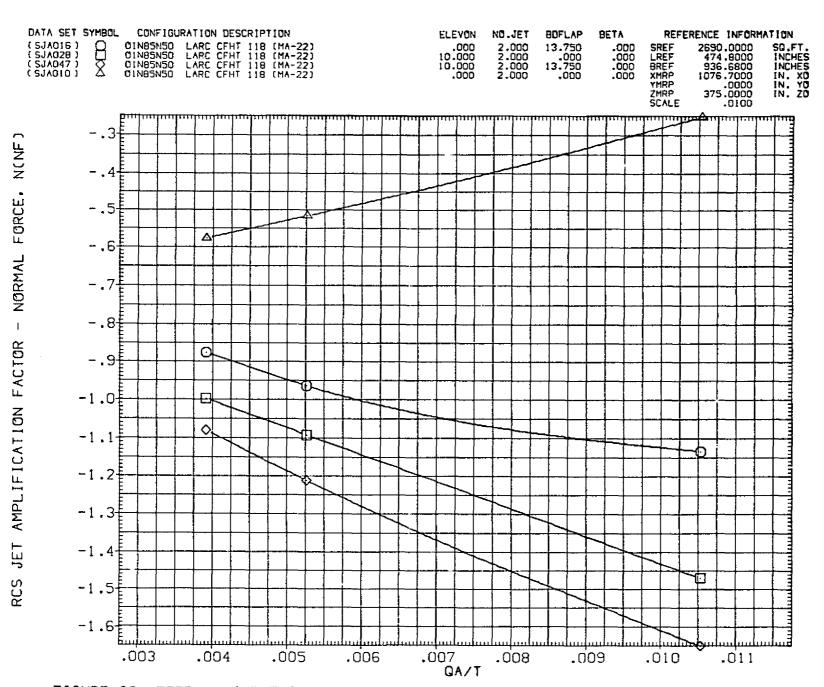


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

PAGE 1489

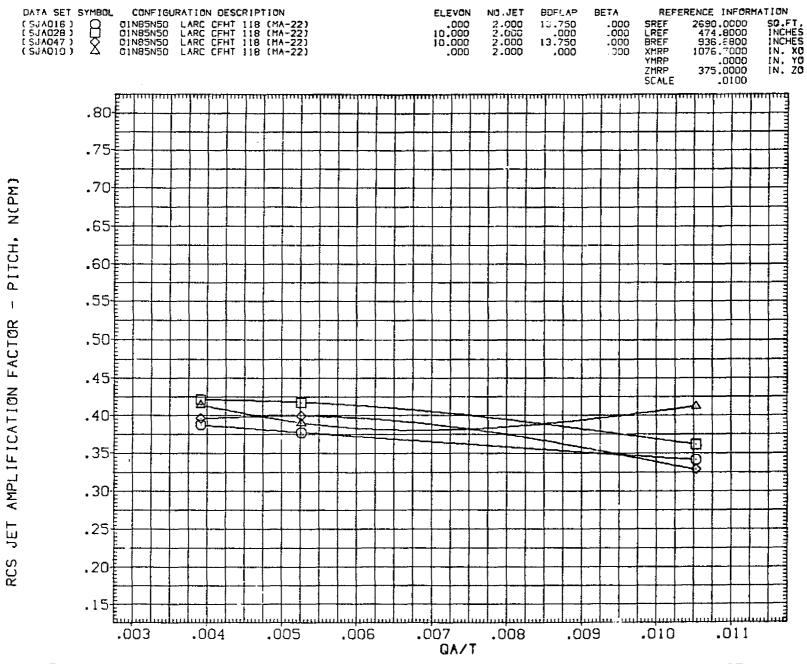


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

PAGE 1490

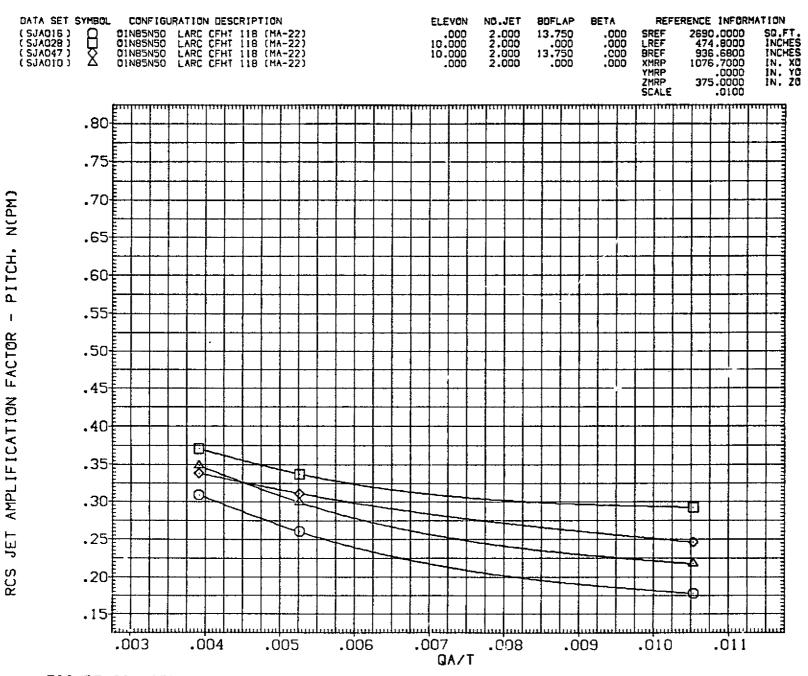


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00 PAGE 1491

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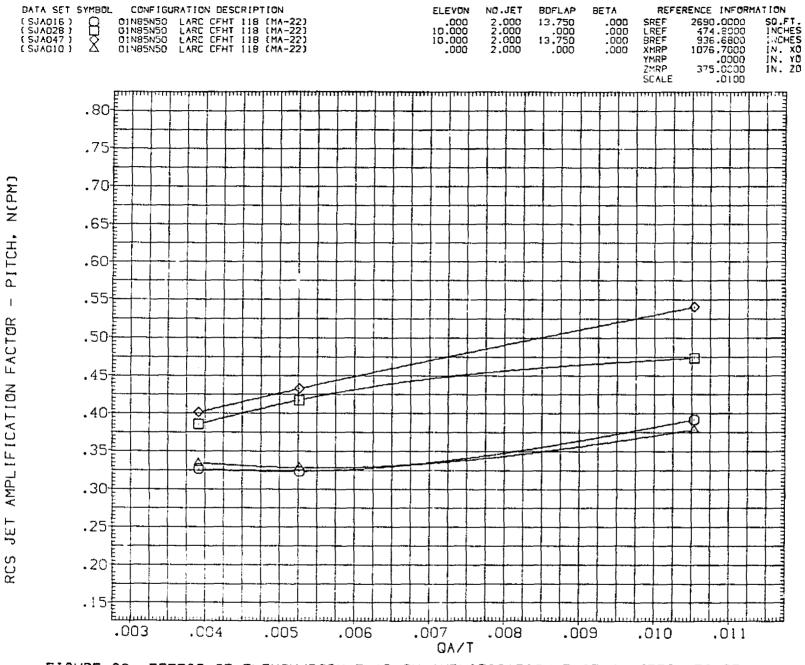


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

PAGE 1492

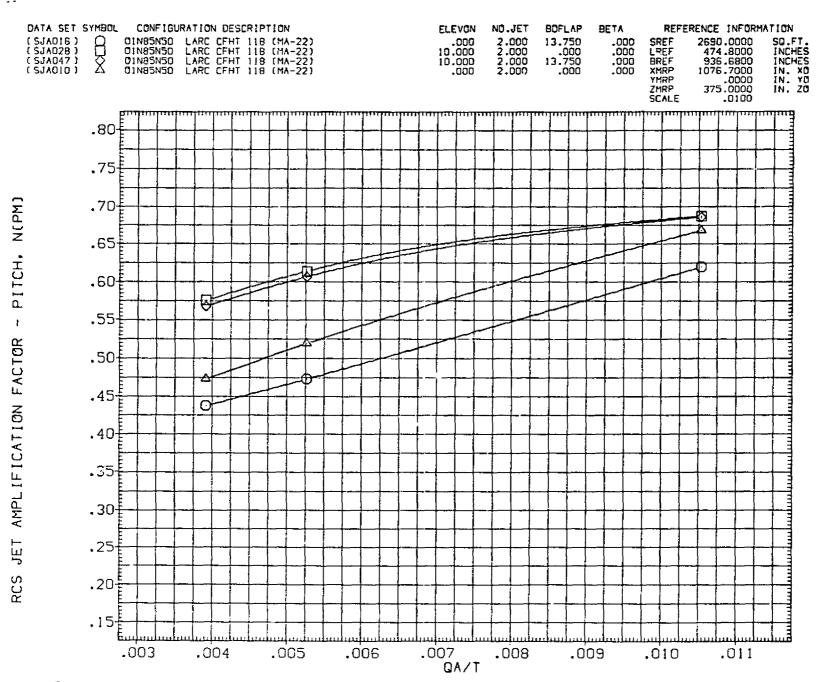


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00 PAGE 1493

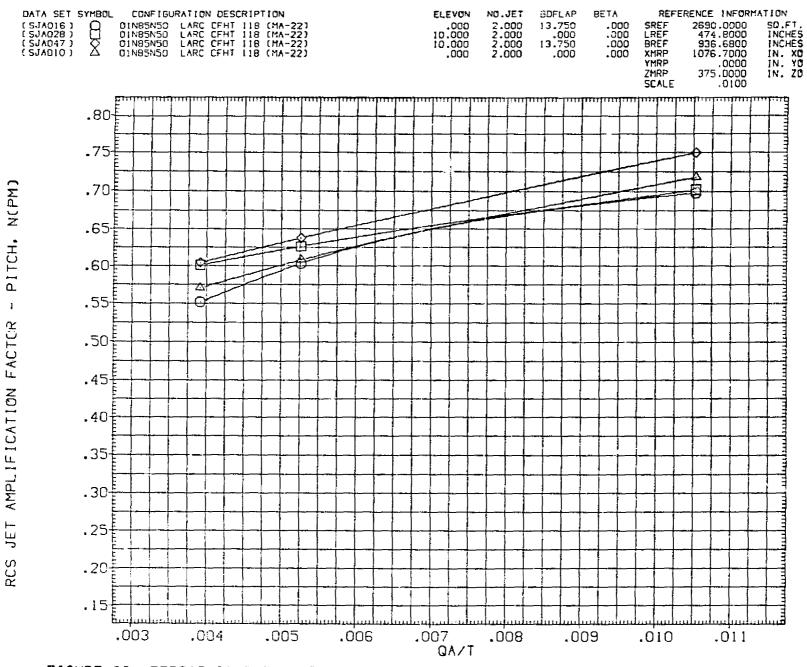


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00 PAGE 1494

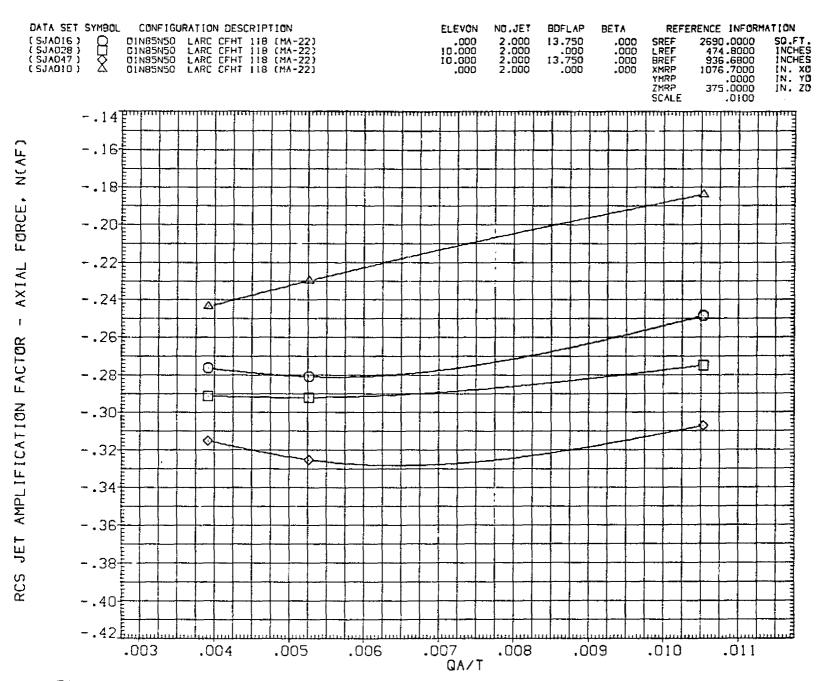


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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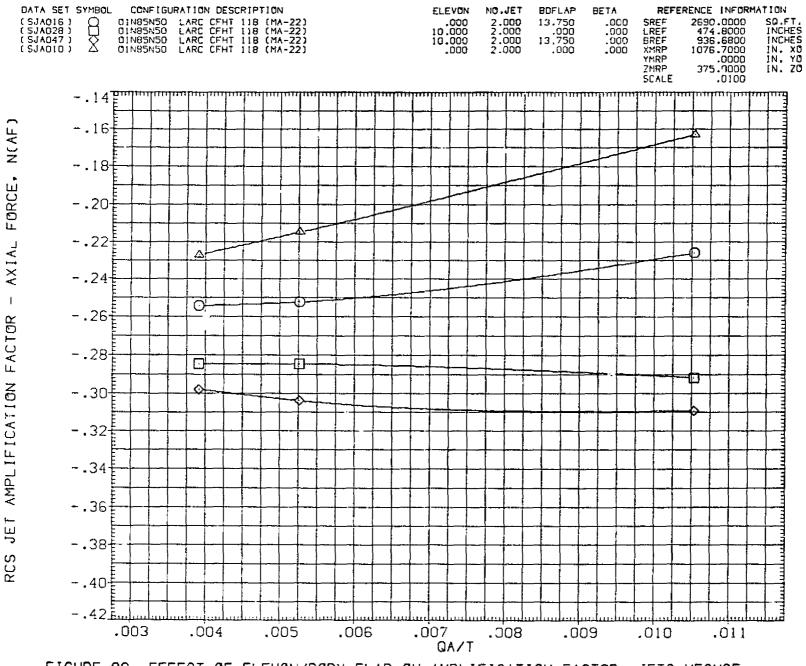


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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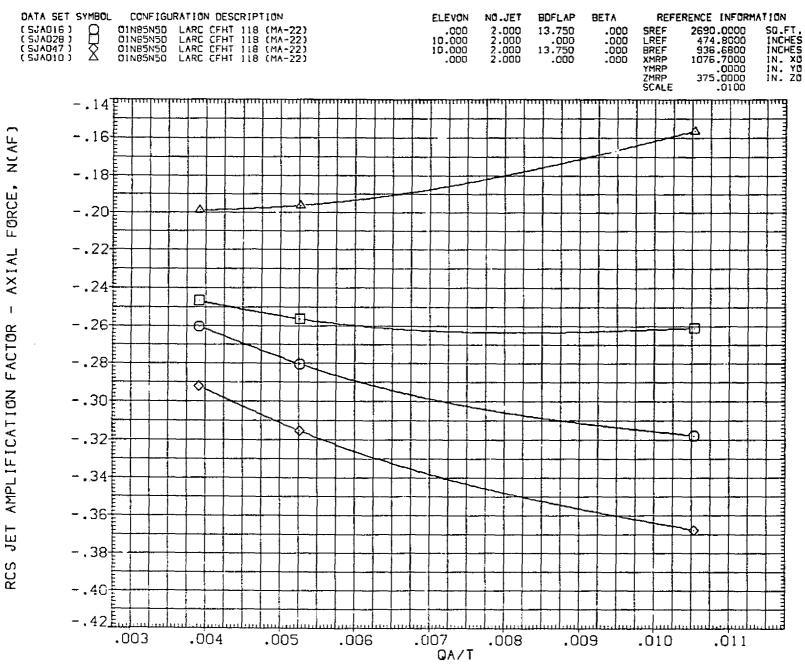


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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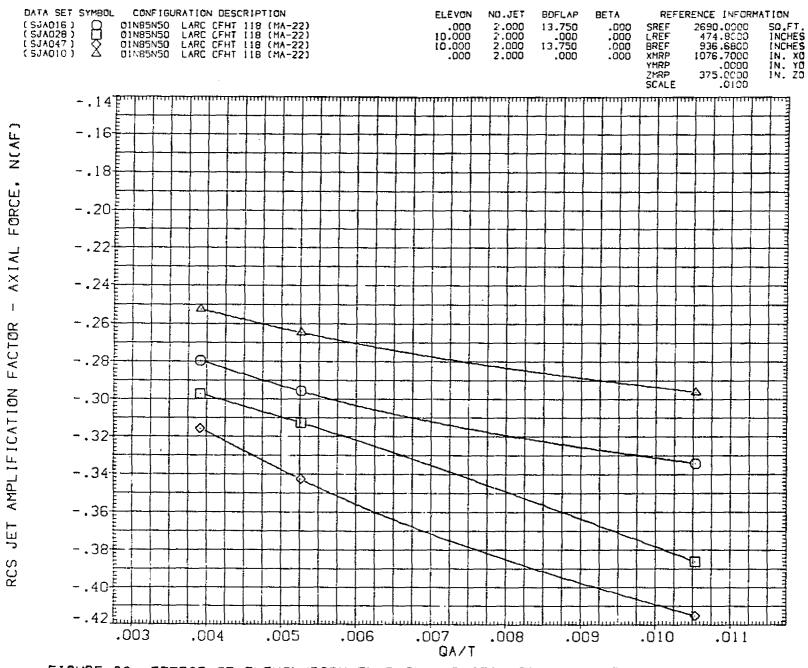


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

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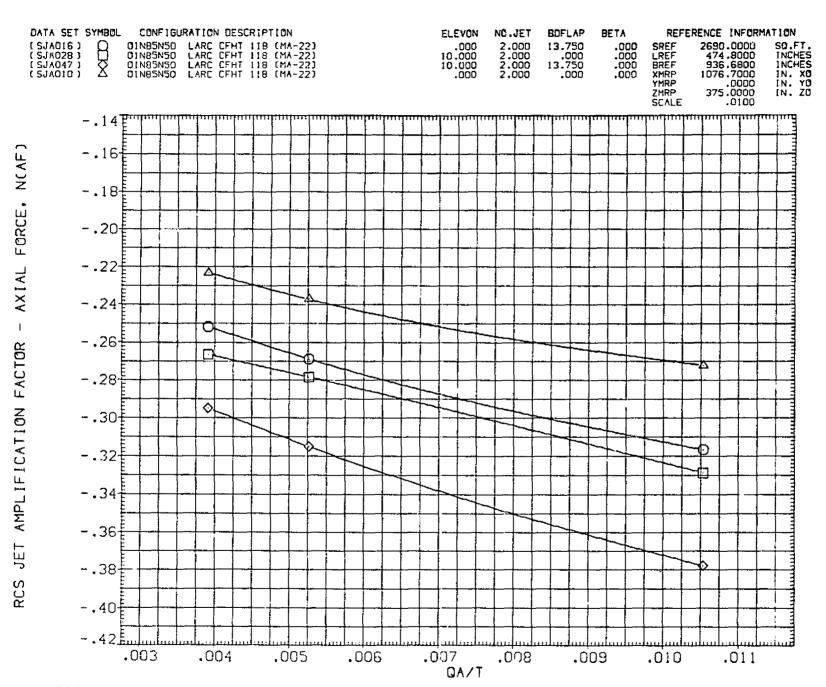


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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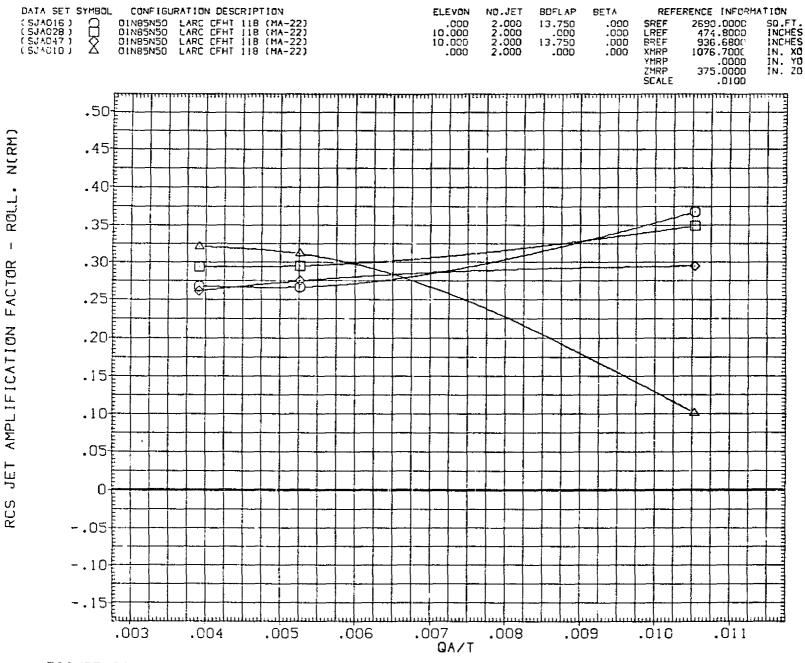


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

PAGE 1500



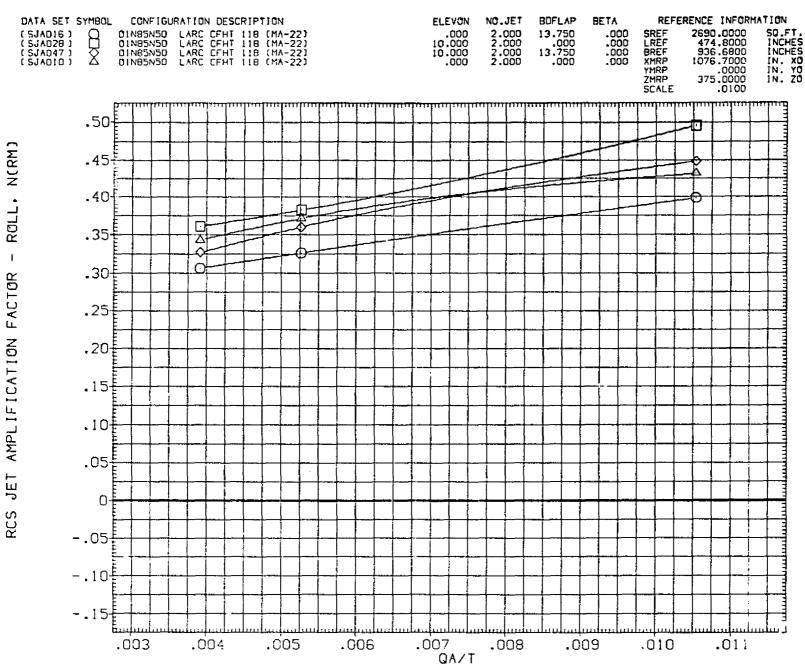


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00 PAGE 1501

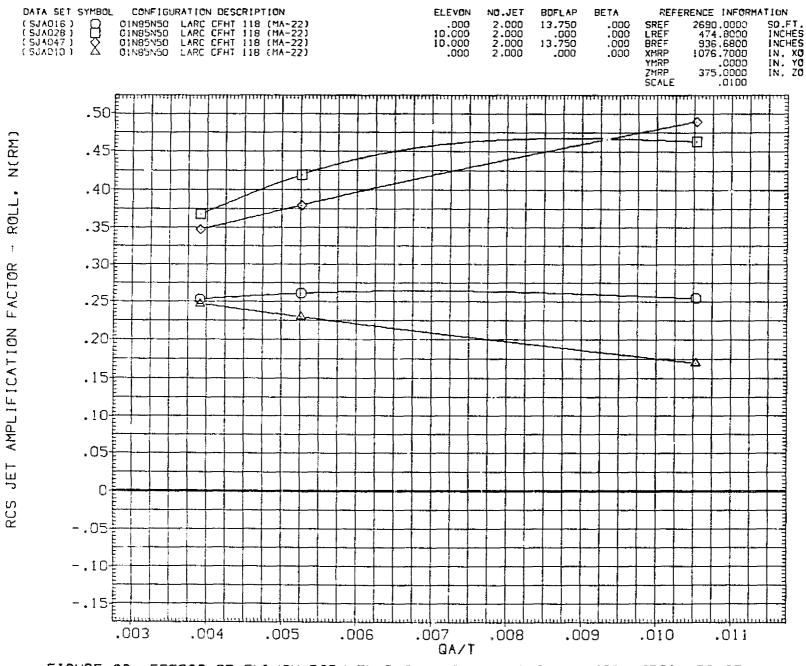


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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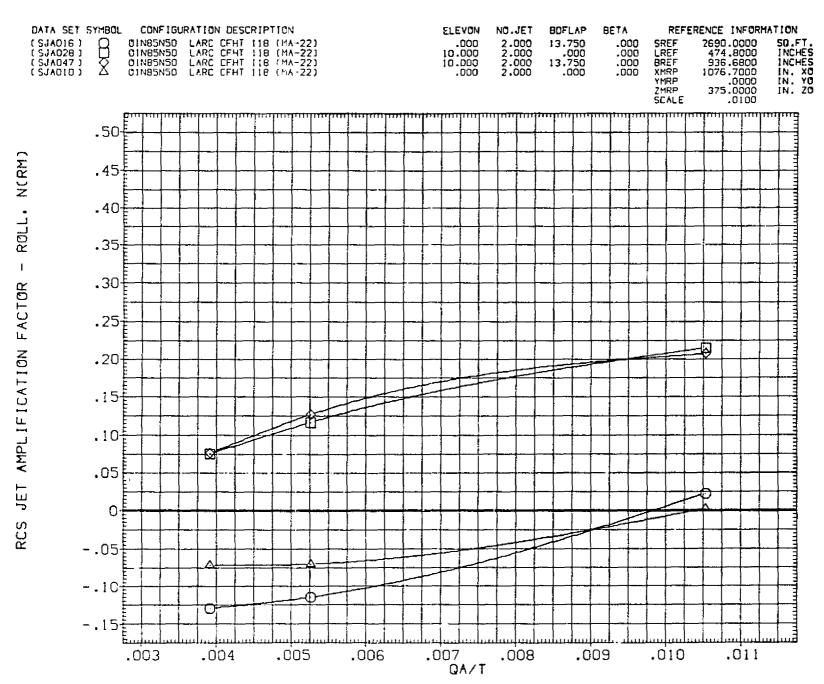


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(D)ALPHA = 20.00 PAGE 1503

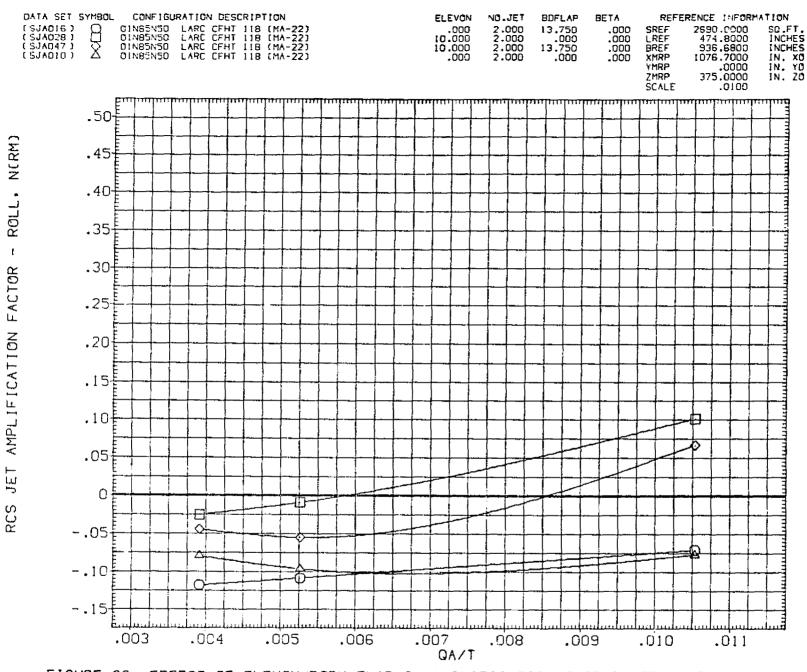


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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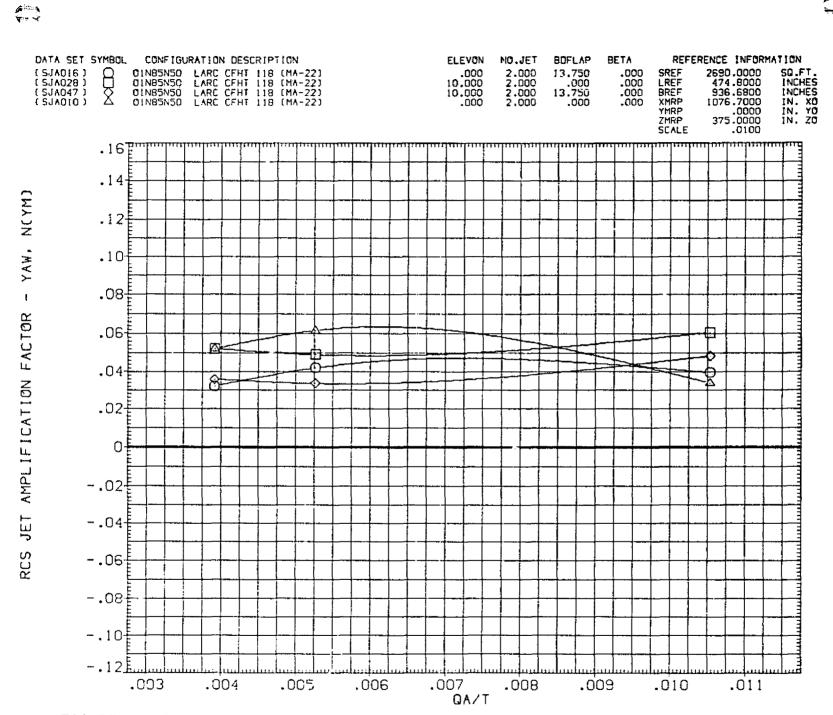


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

PAGE 1505

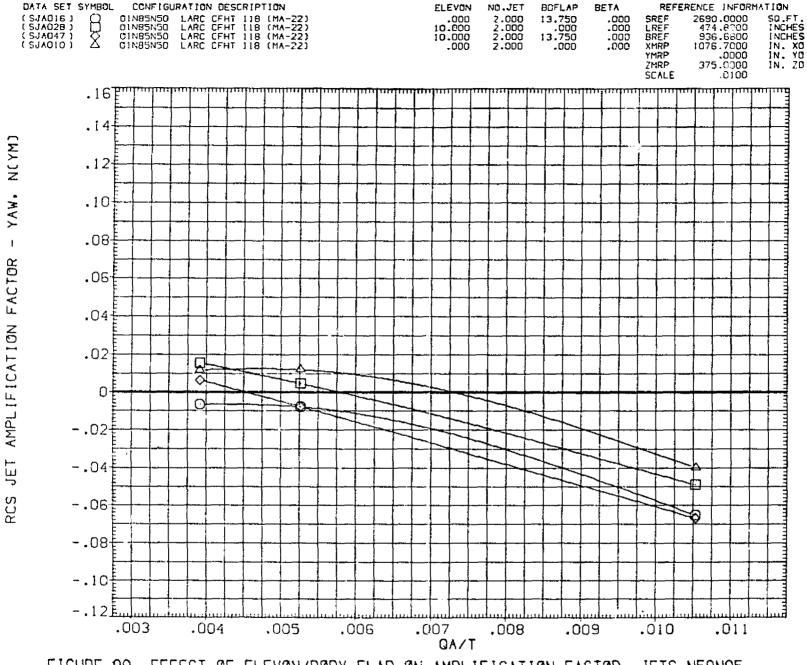


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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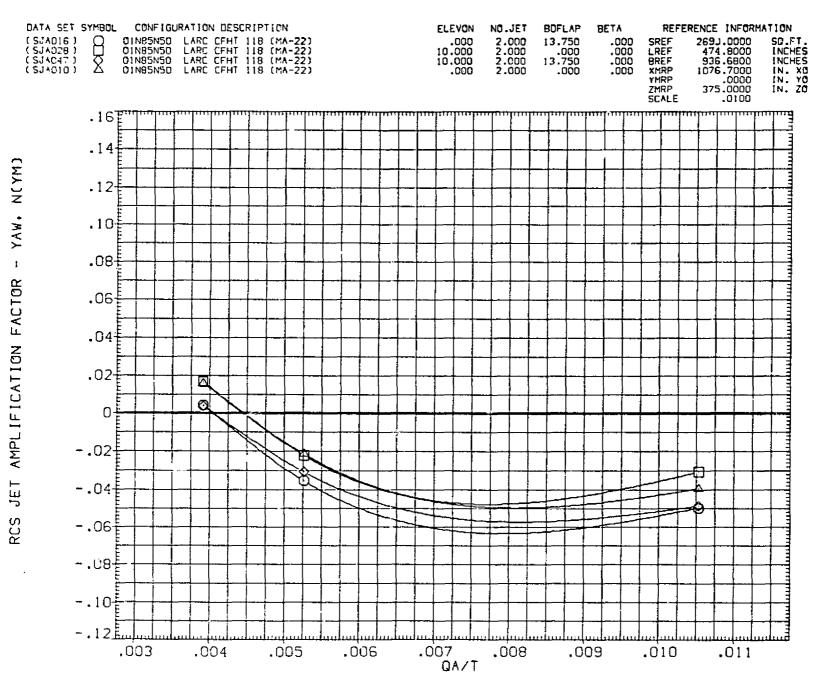


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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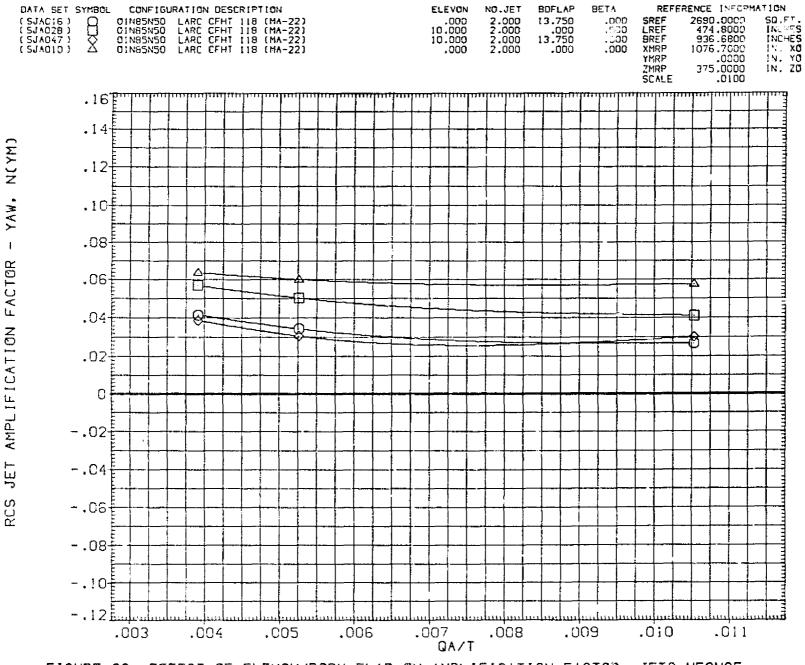


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR; JETS N50N85

(C)ALPHA = 20.00 PAGE 1508

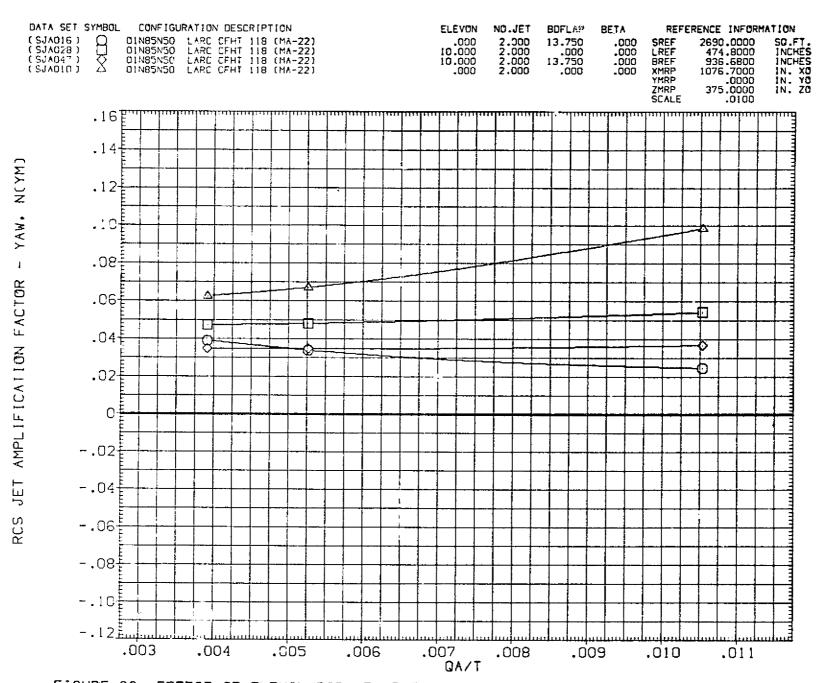


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

PAGE 1509

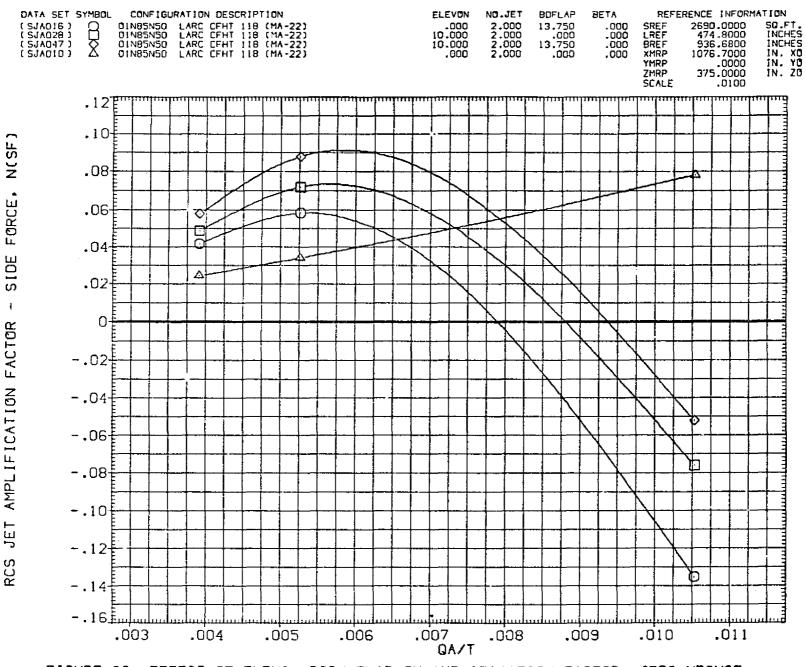


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(A)ALPHA = -8.00

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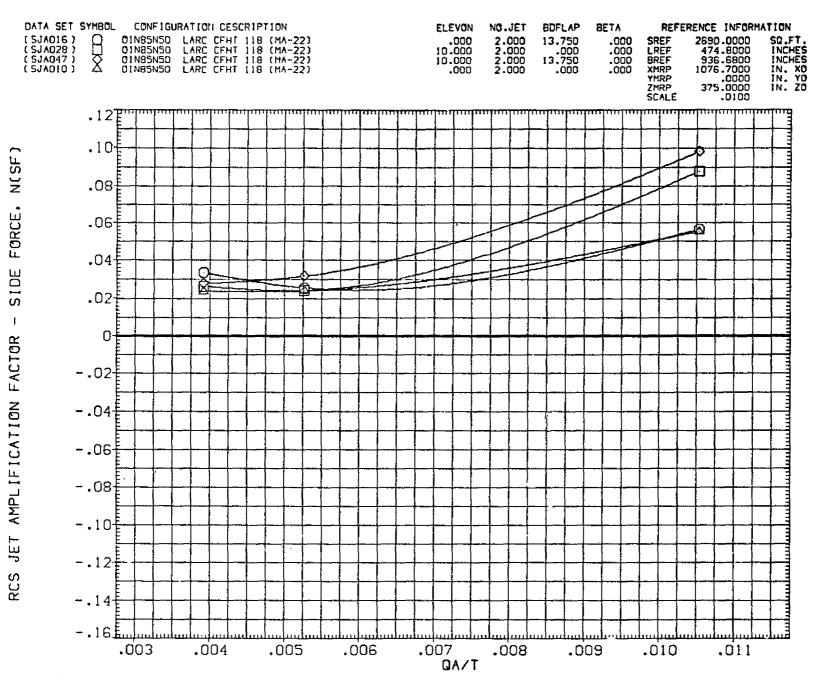


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(B)ALPHA = .00

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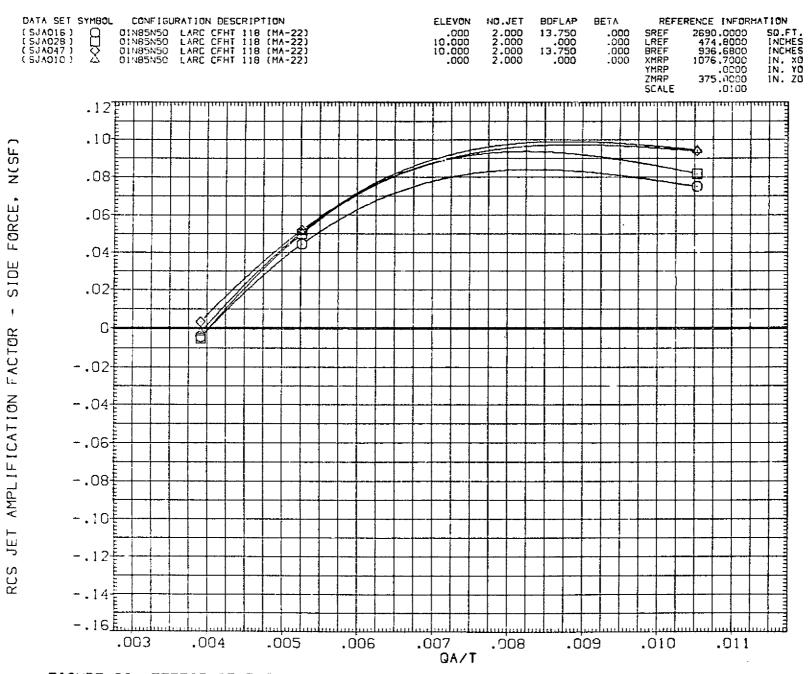


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(C)ALPHA = 10.00

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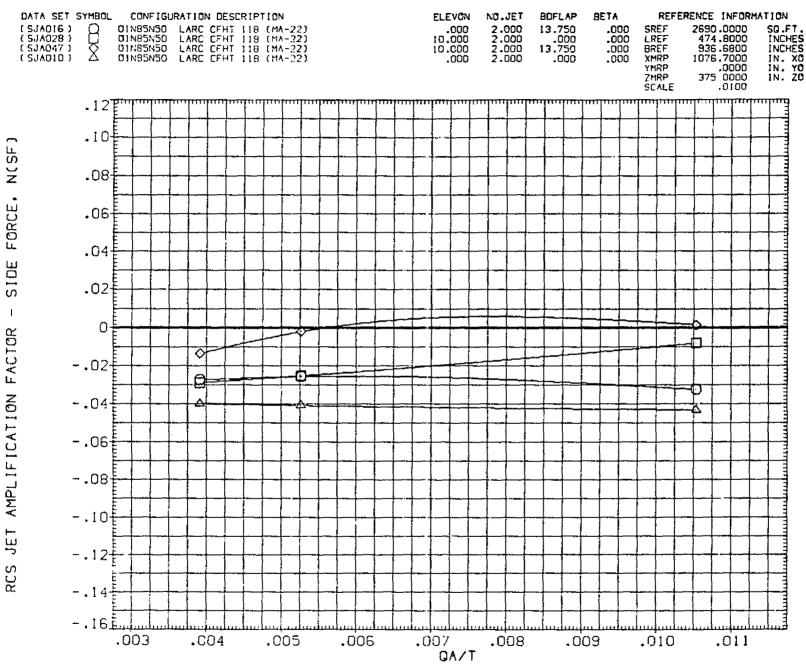


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85 (D)ALPHA = 20.00PAGE 1513

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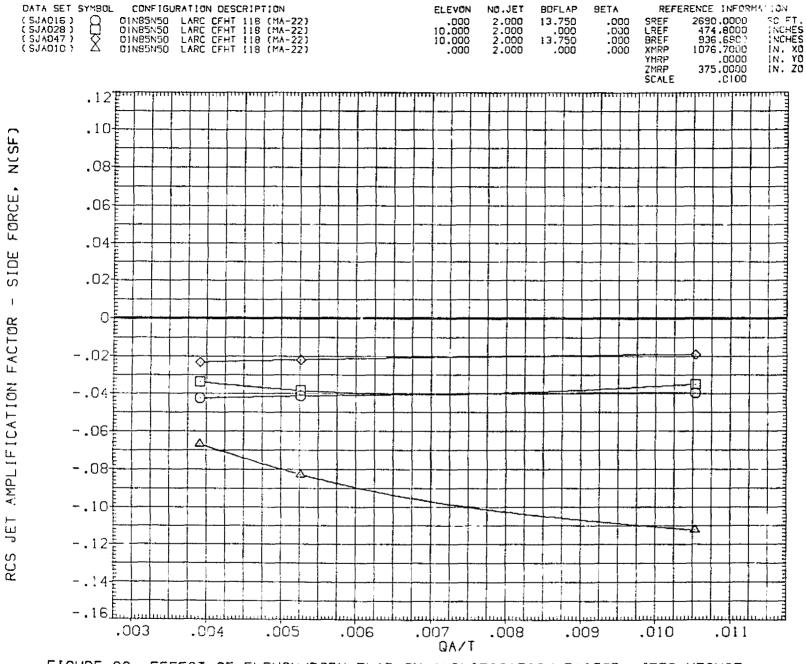


FIGURE 80. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85

(E)ALPHA = 35.00

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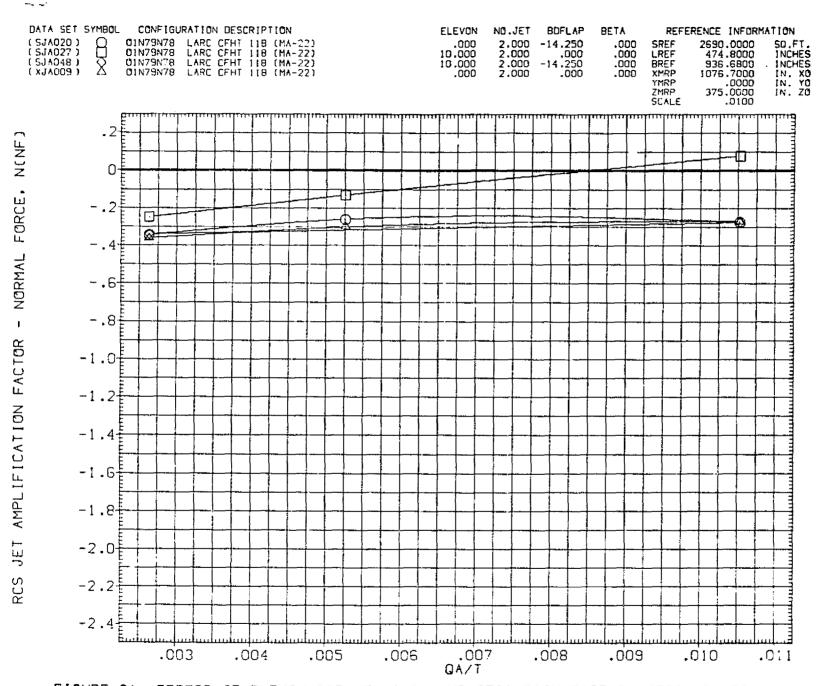


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

PAGE 1515

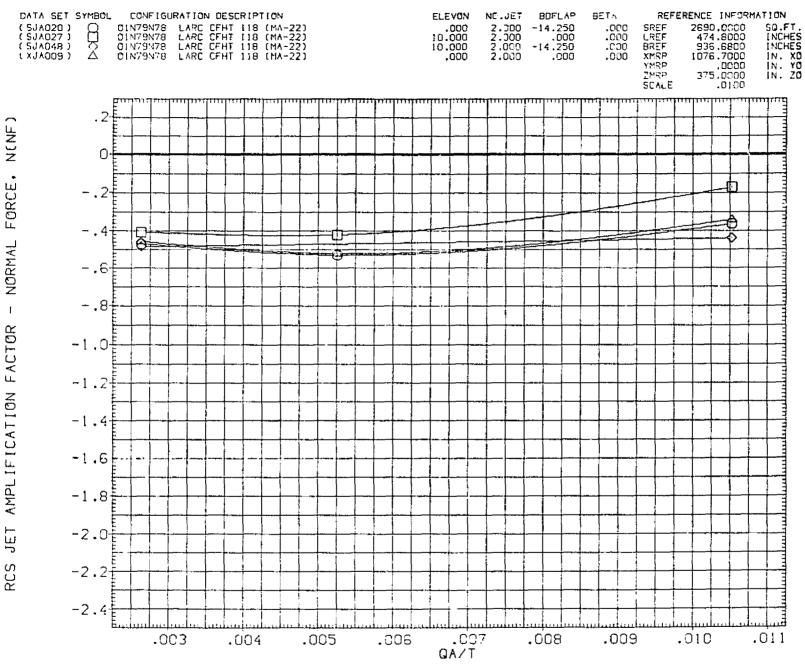


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1516

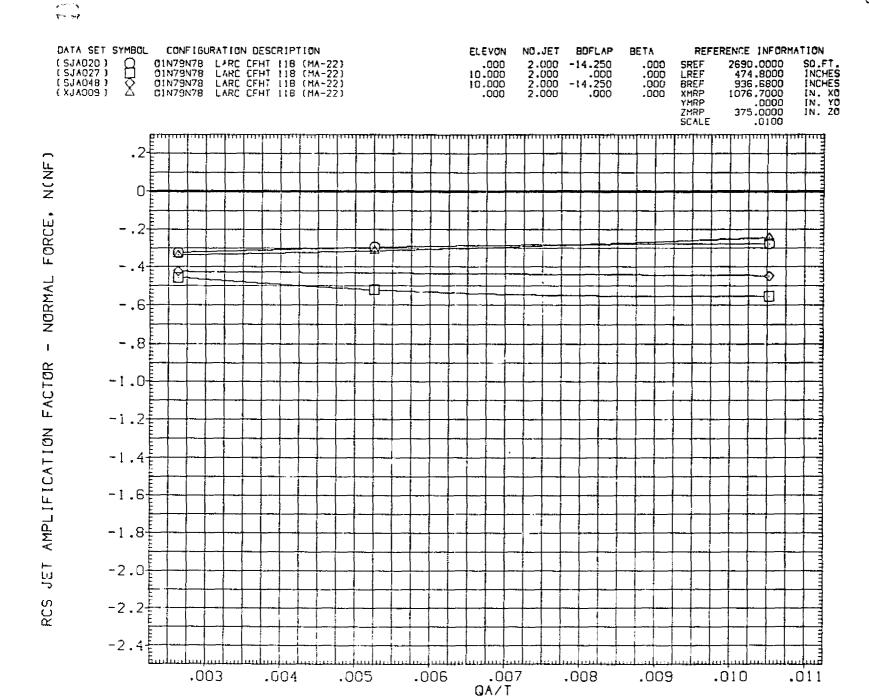


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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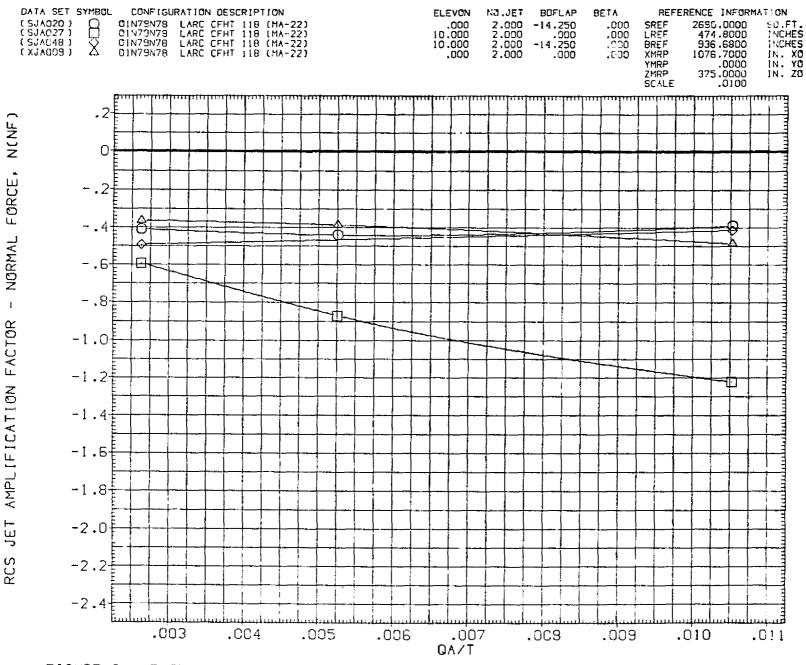


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00

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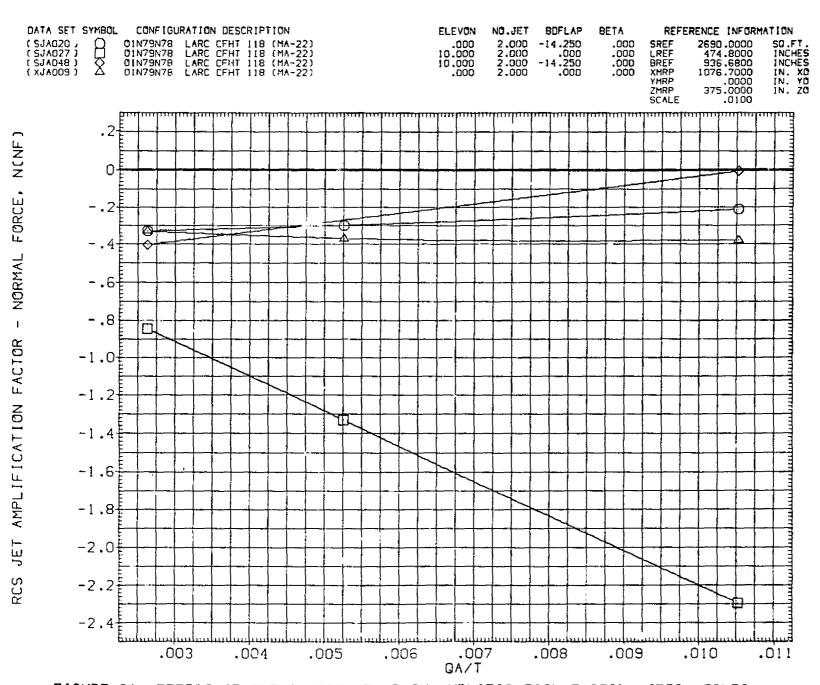


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

PAGE 1519

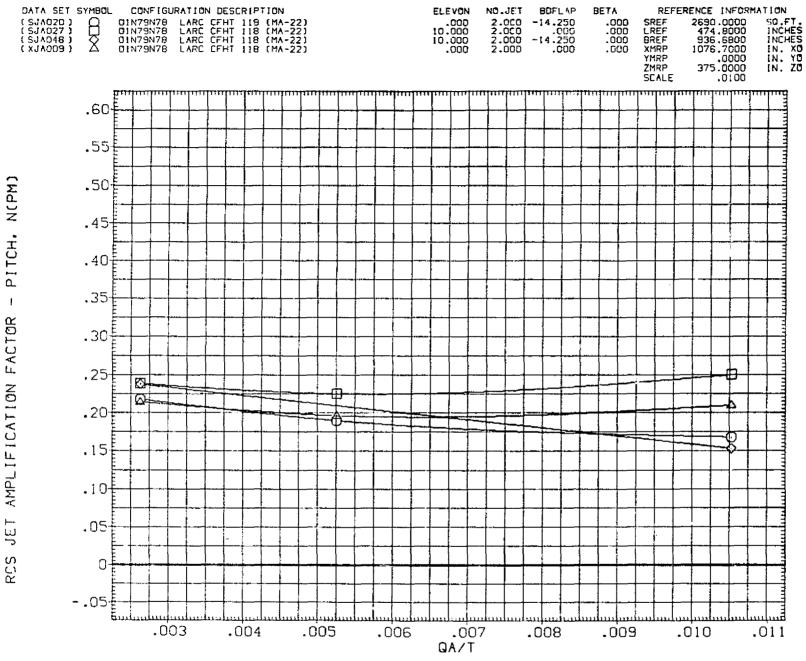


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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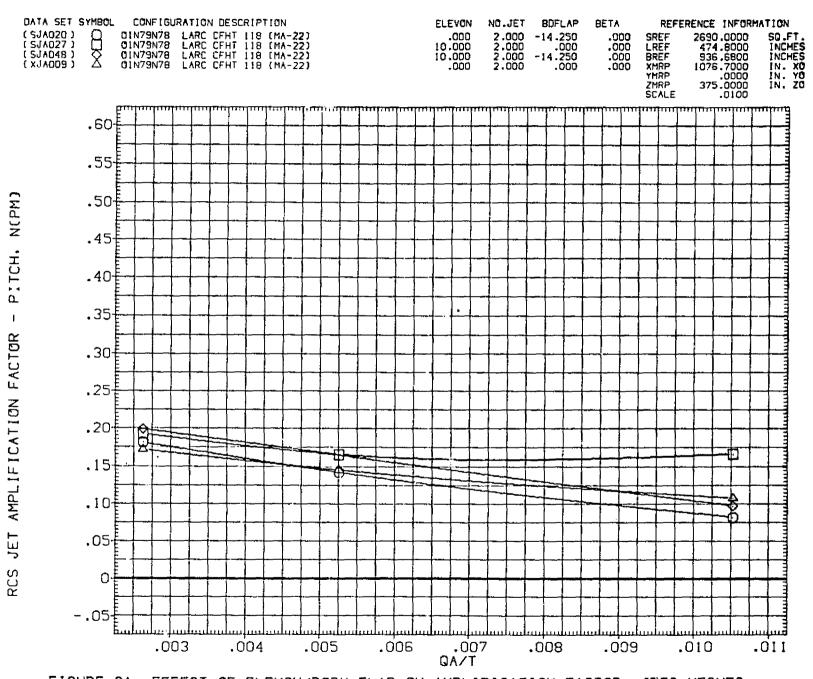


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1521

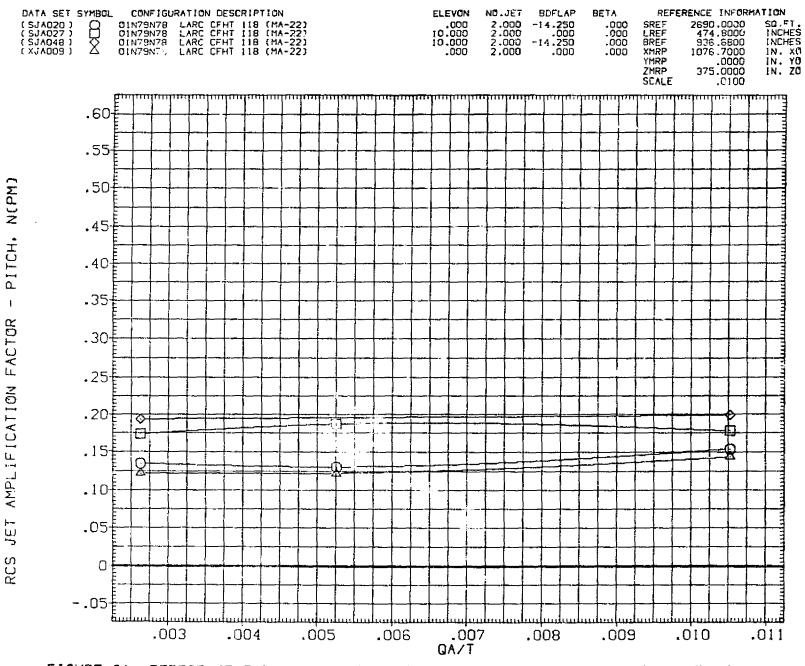


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00

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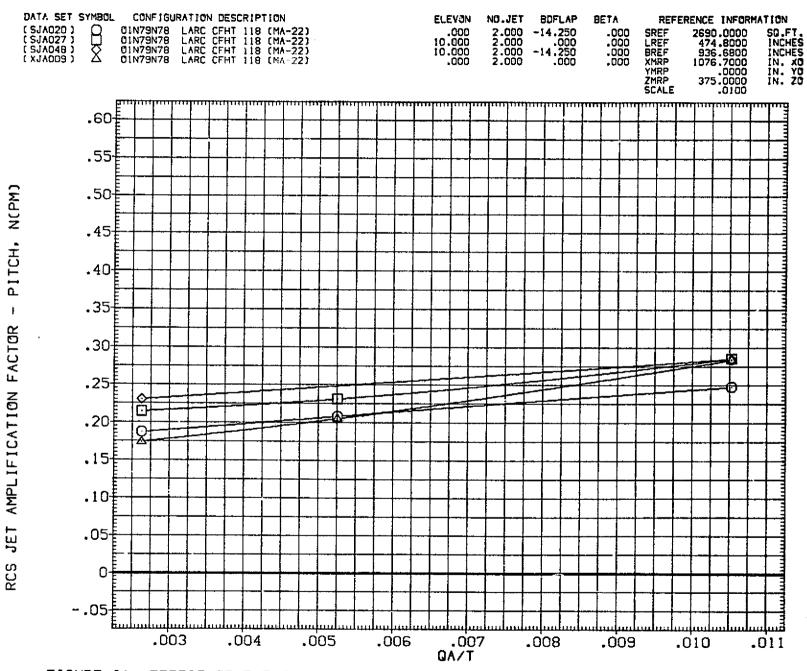


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00 PAGE 1523

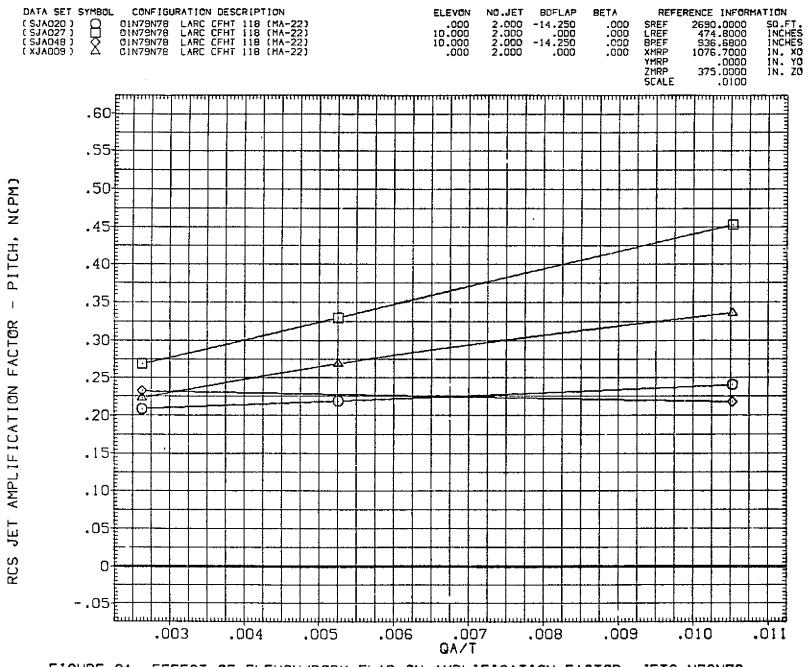


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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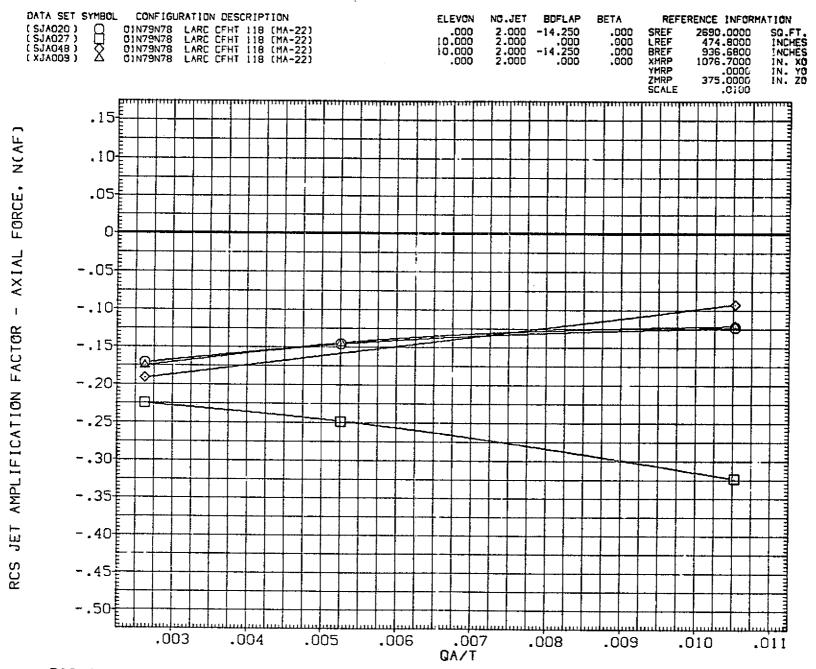


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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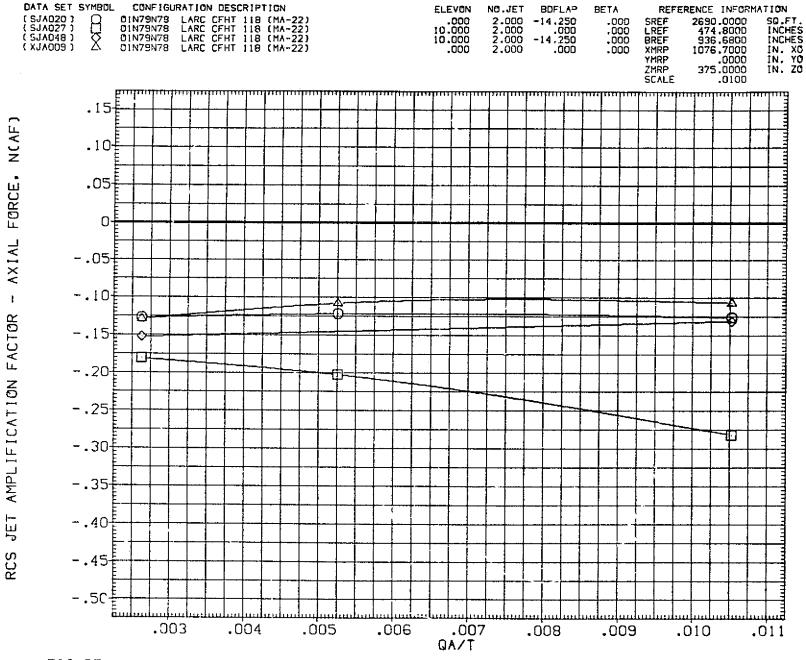


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00

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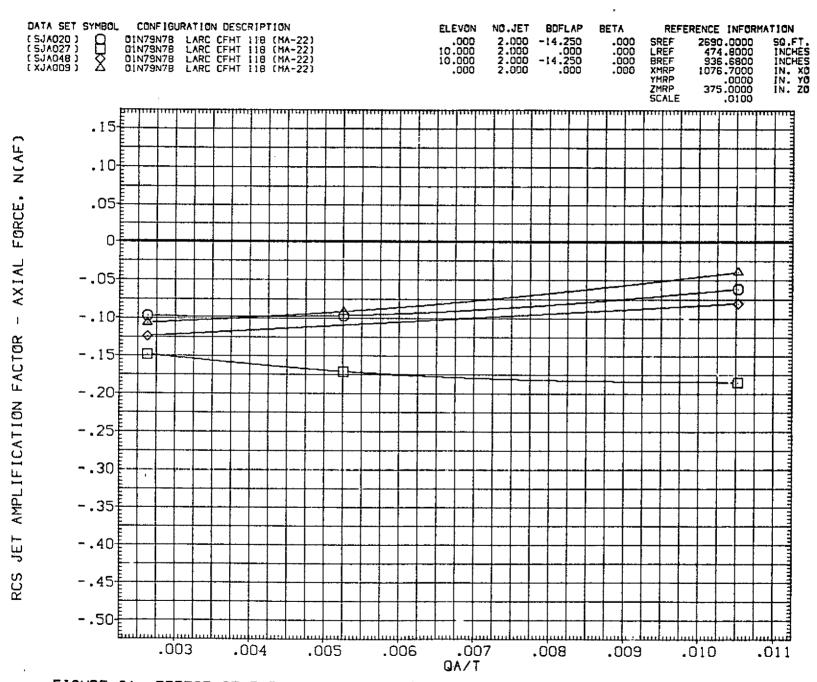


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00

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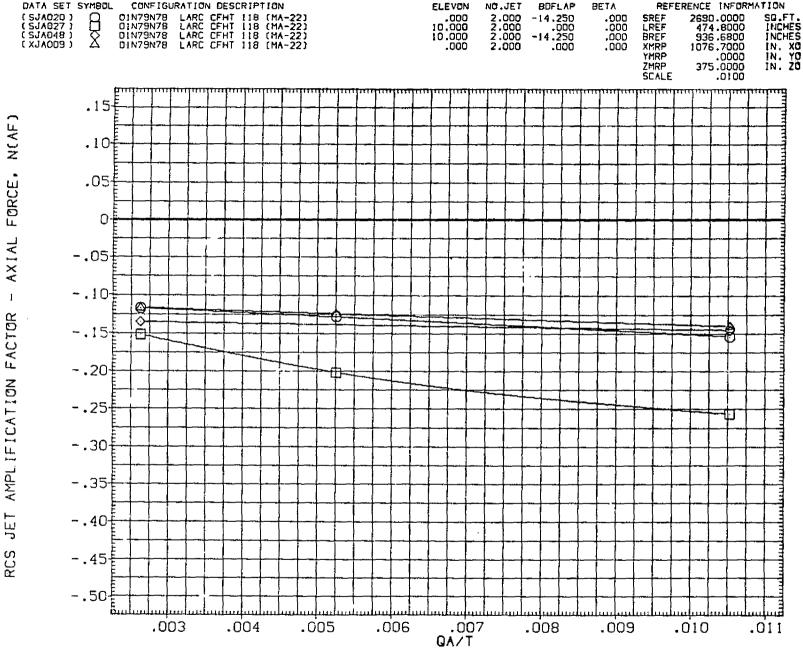


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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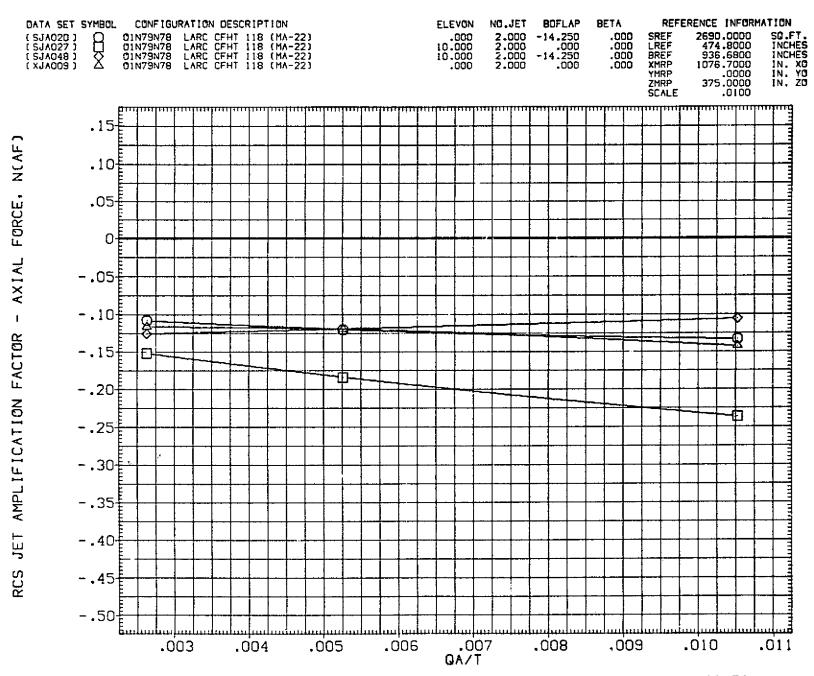


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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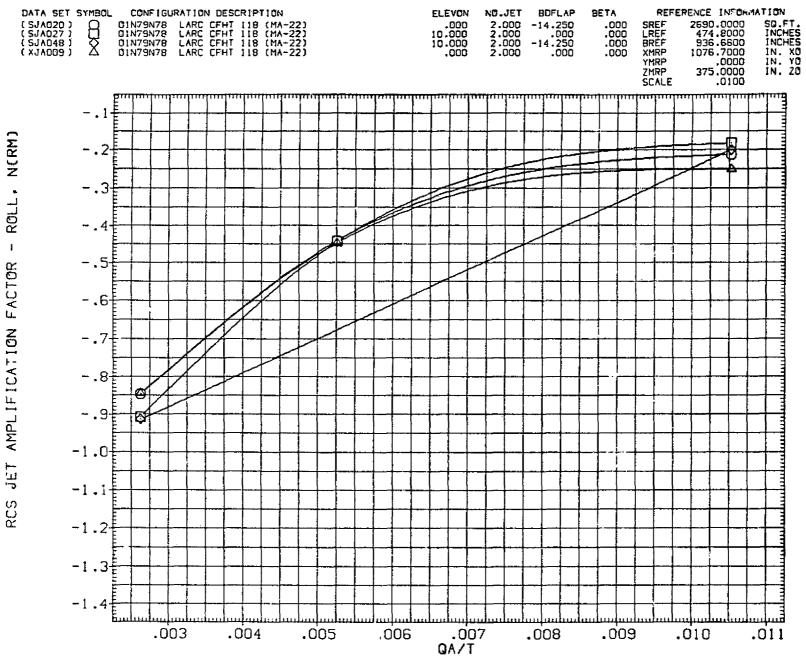


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

PAGE 1530



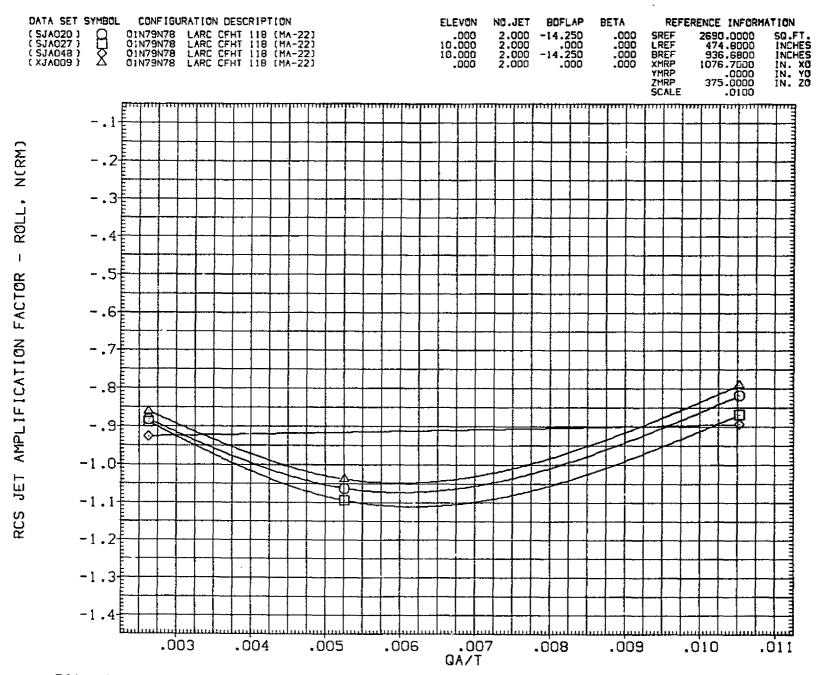
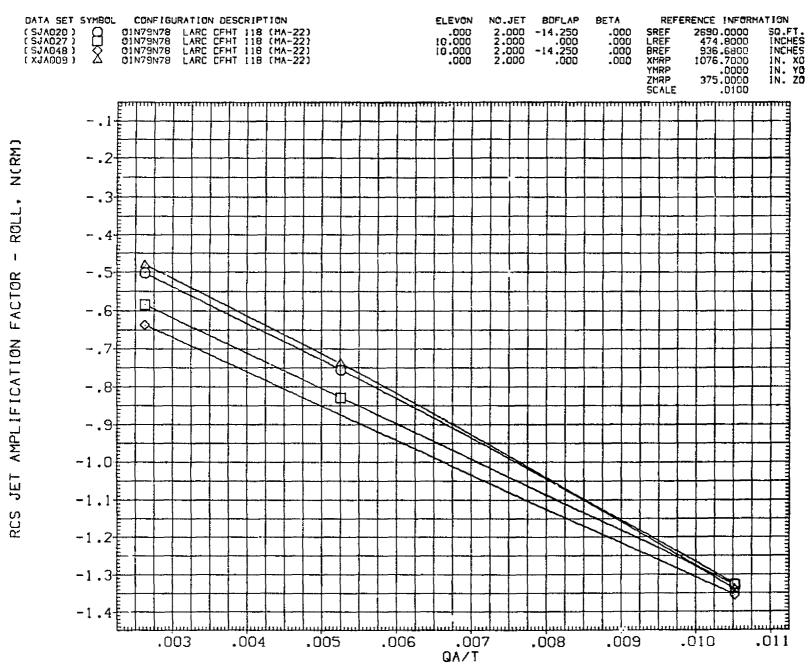


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00

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FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C) ALPHA = 10.00 PAGE 1532

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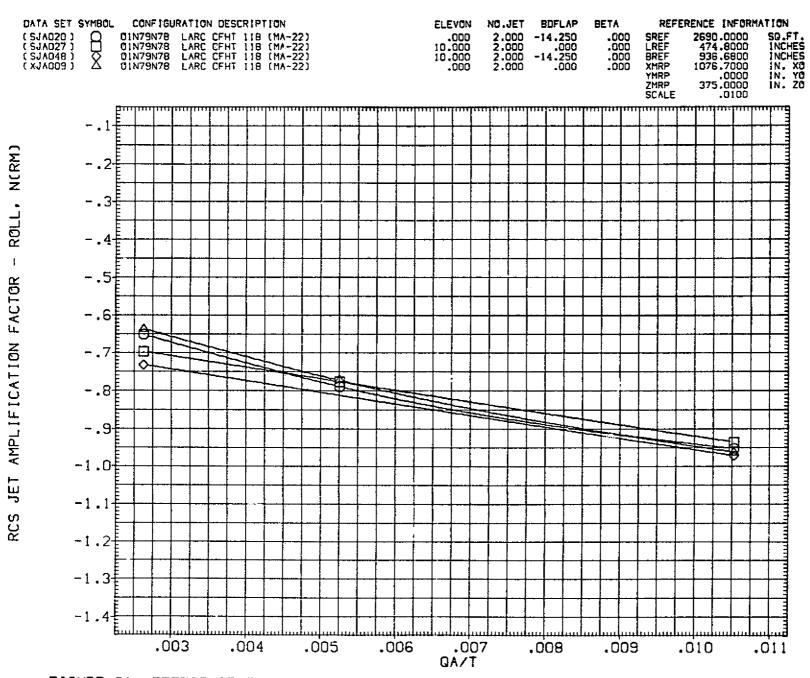


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALFHA = 20.00

PAGE 1533

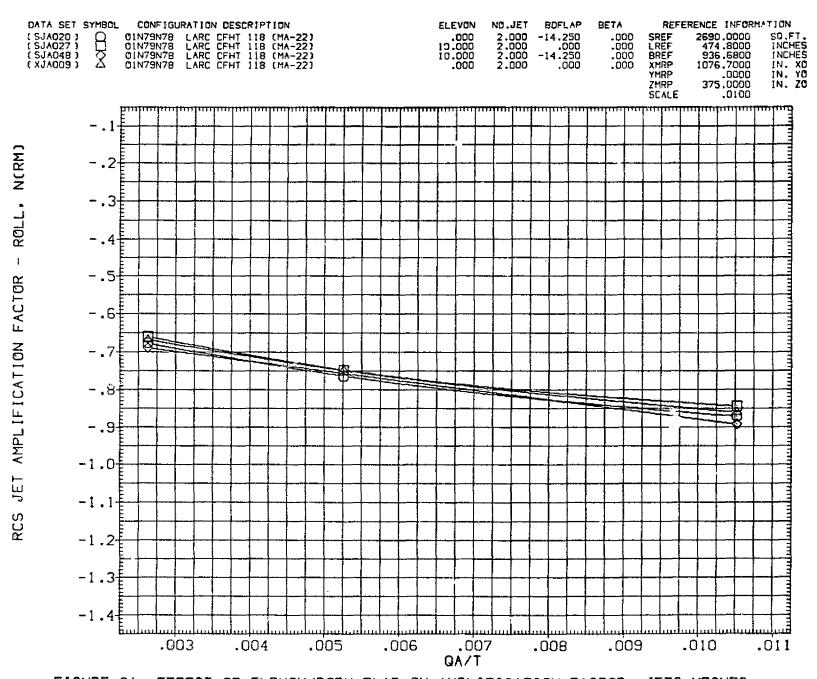
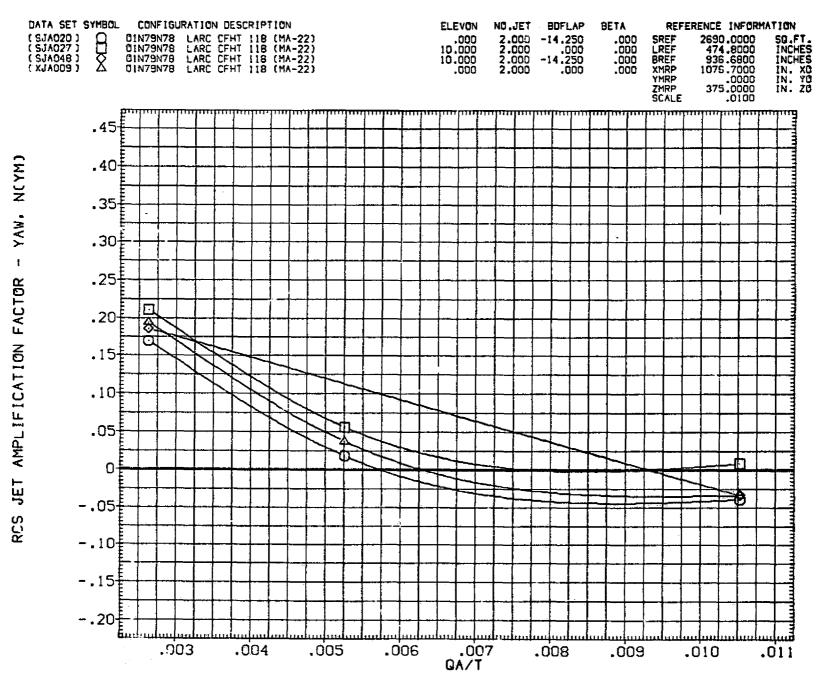


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

PAGE 1534



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FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

[A]ALPHA = -8.00

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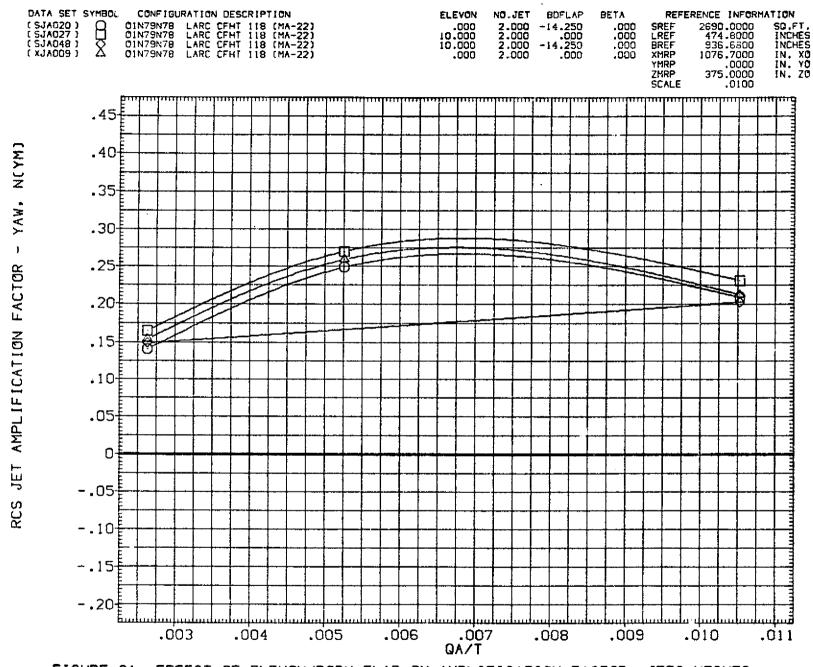


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00 PAGE 1536





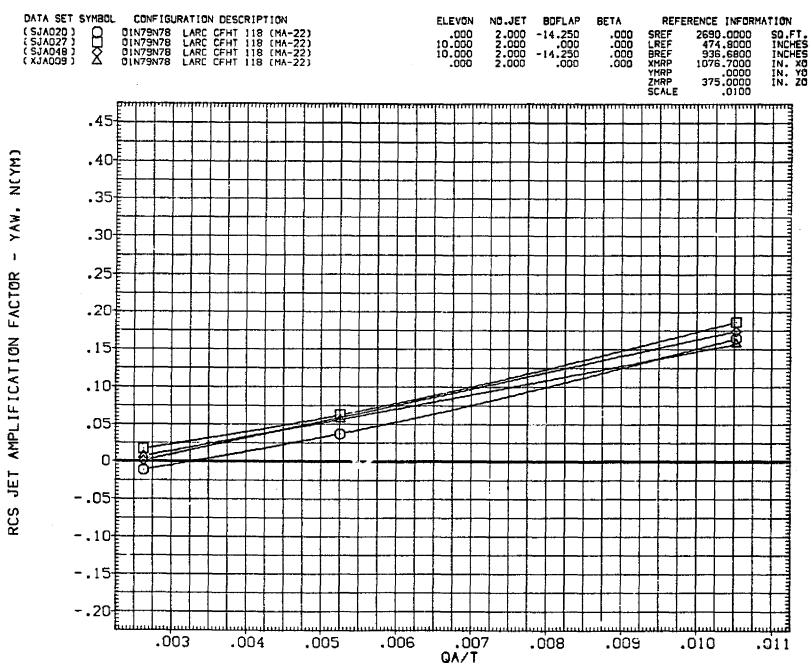


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00

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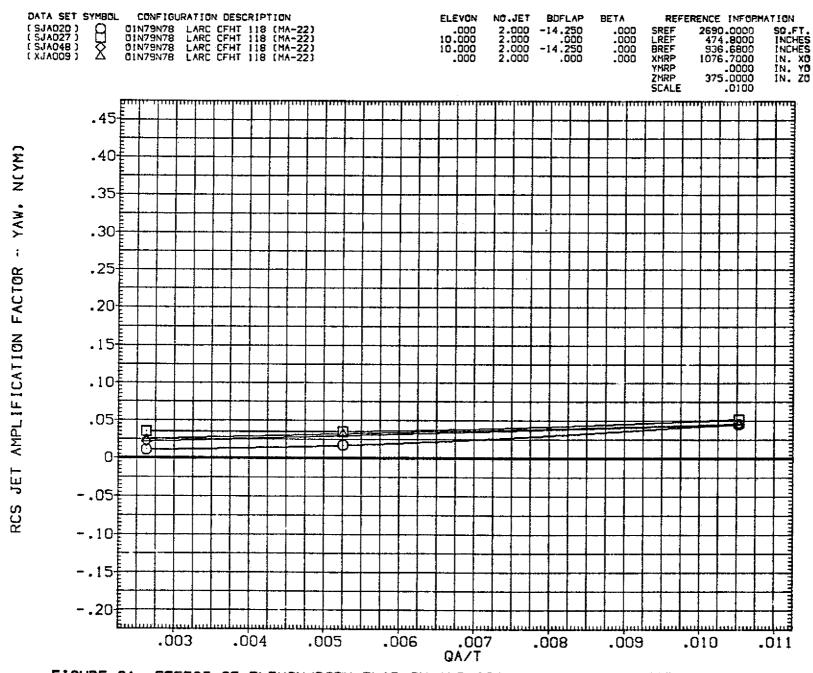


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00

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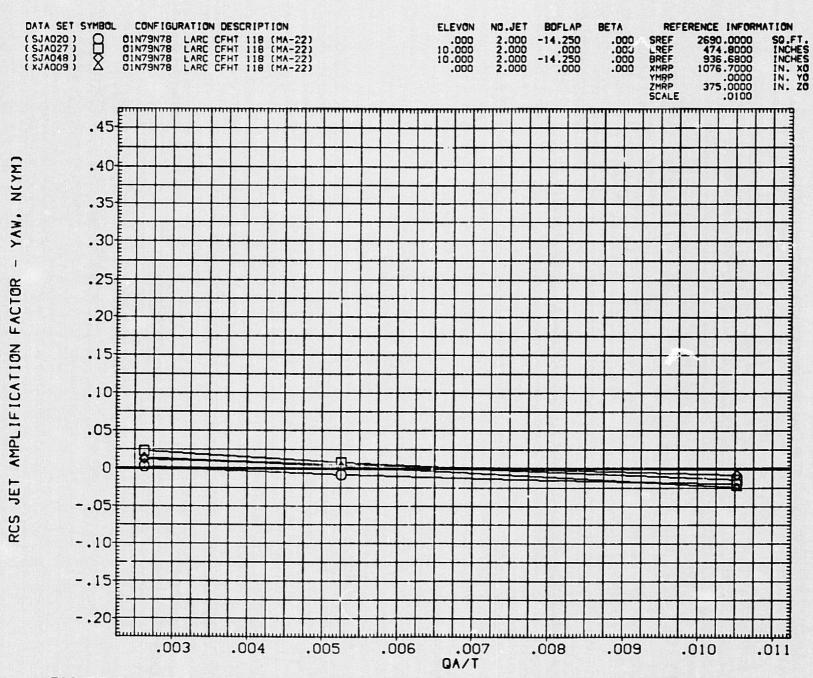


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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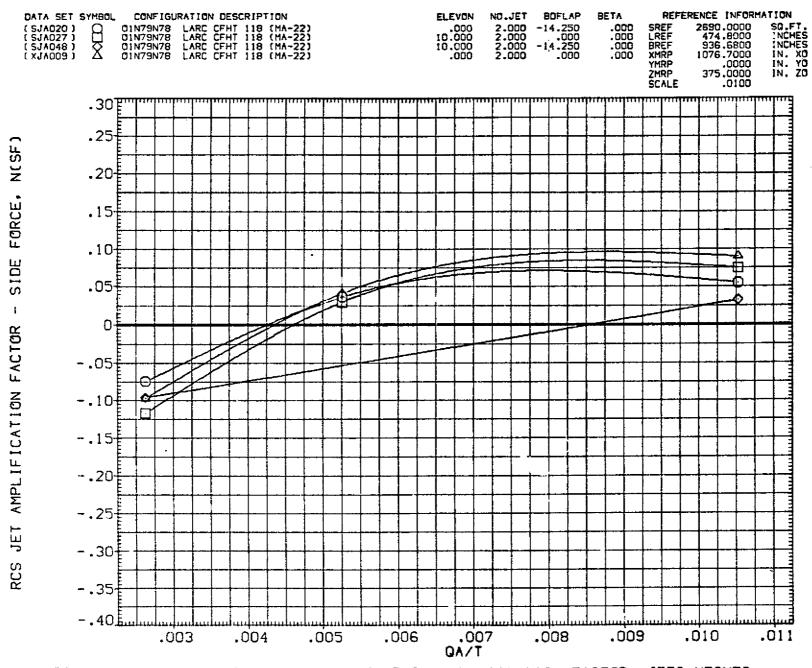


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(A)ALPHA = -8.00

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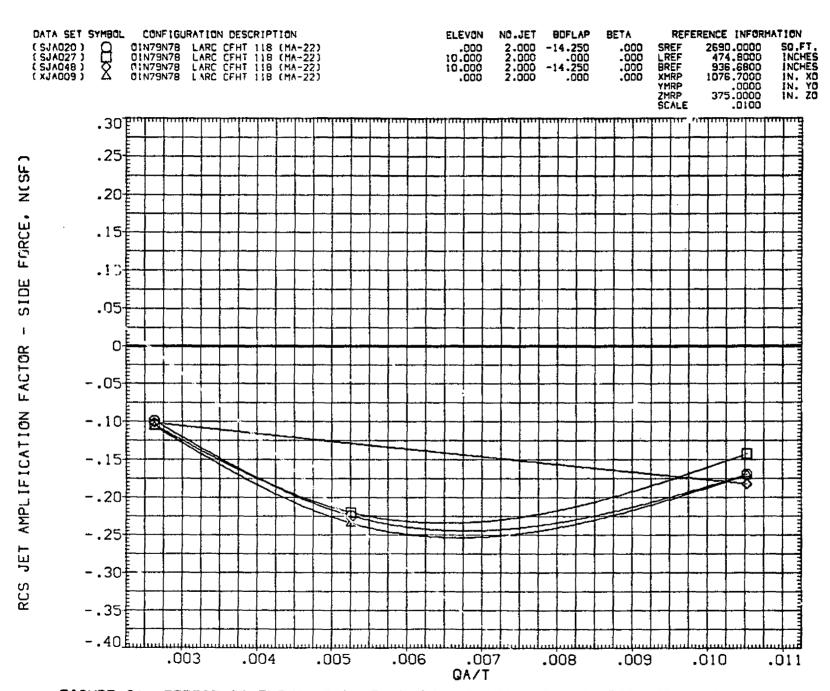
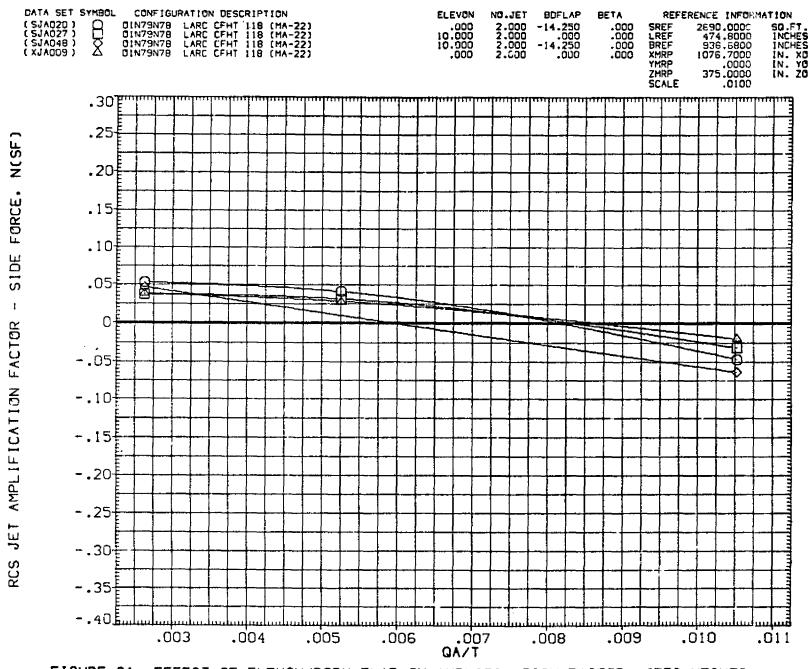


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(B)ALPHA = .00

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FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(C)ALPHA = 10.00

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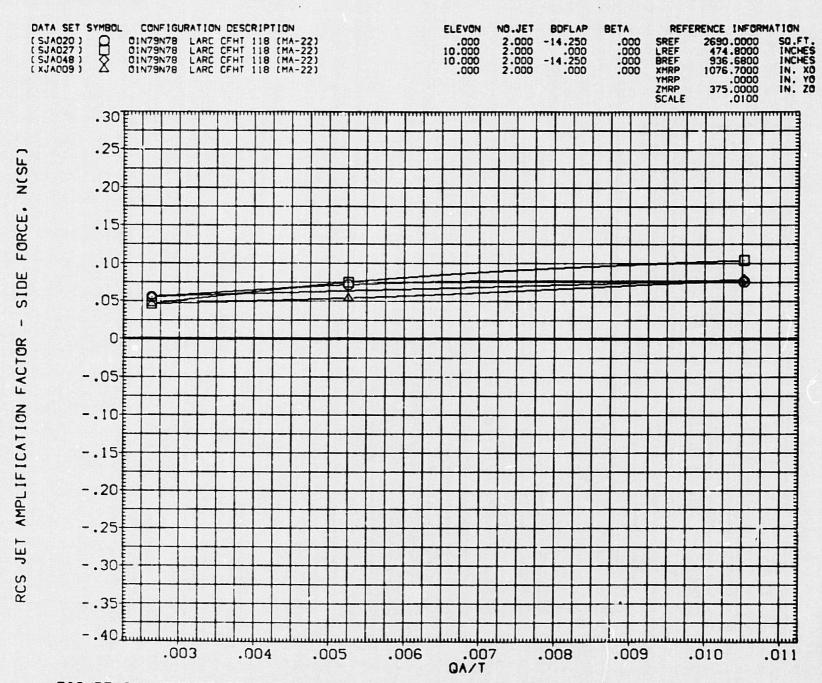
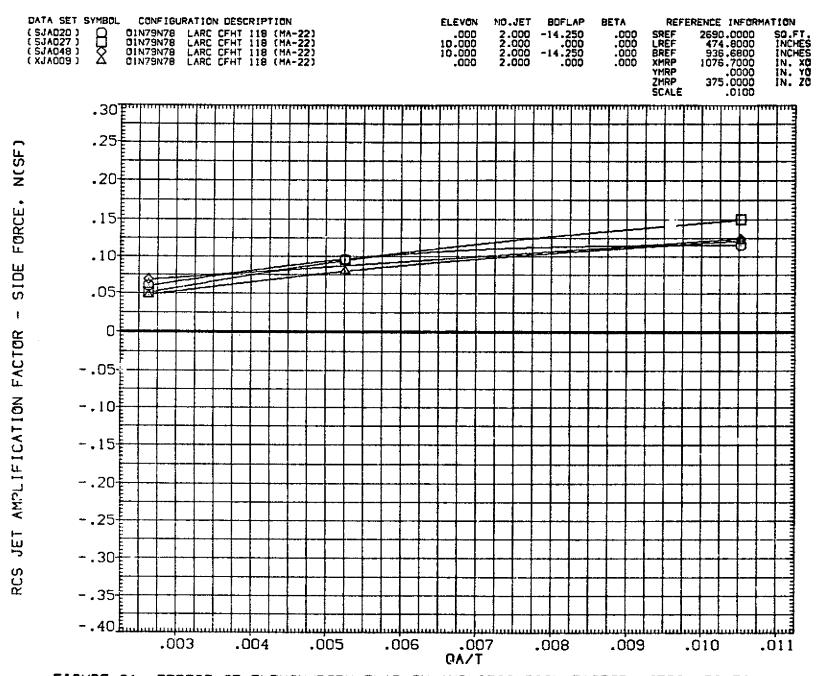


FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(D)ALPHA = 20.00

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FIGURE 81. EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

(E)ALPHA = 35.00

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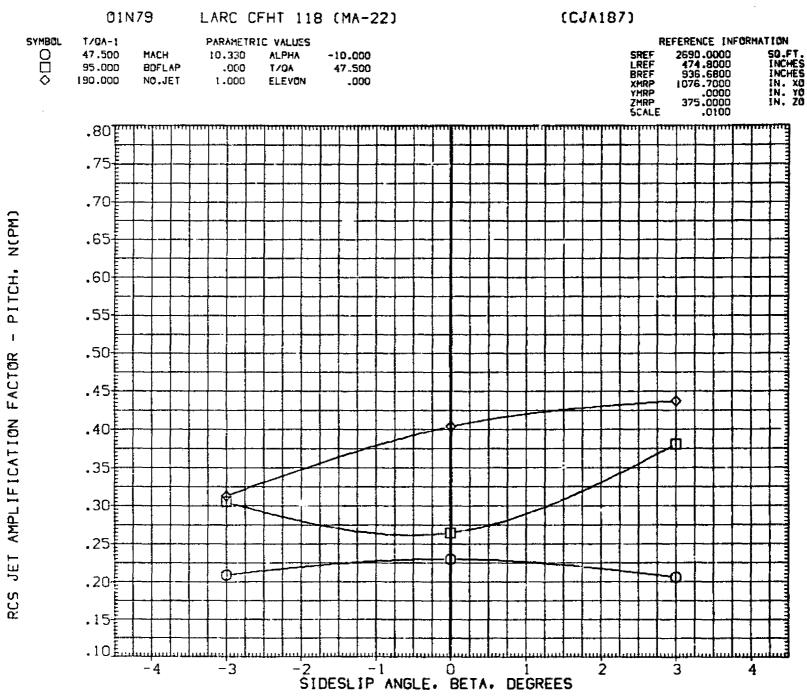


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

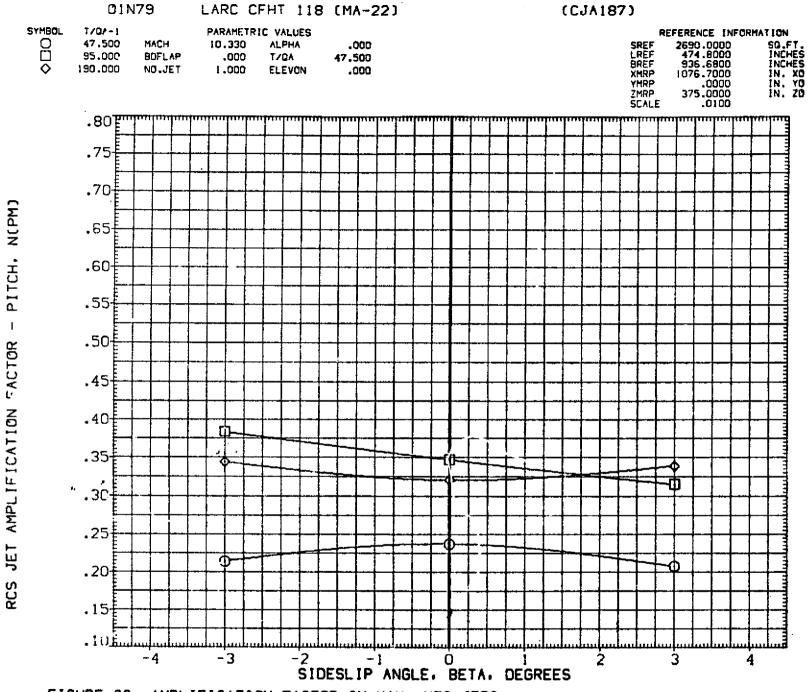


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

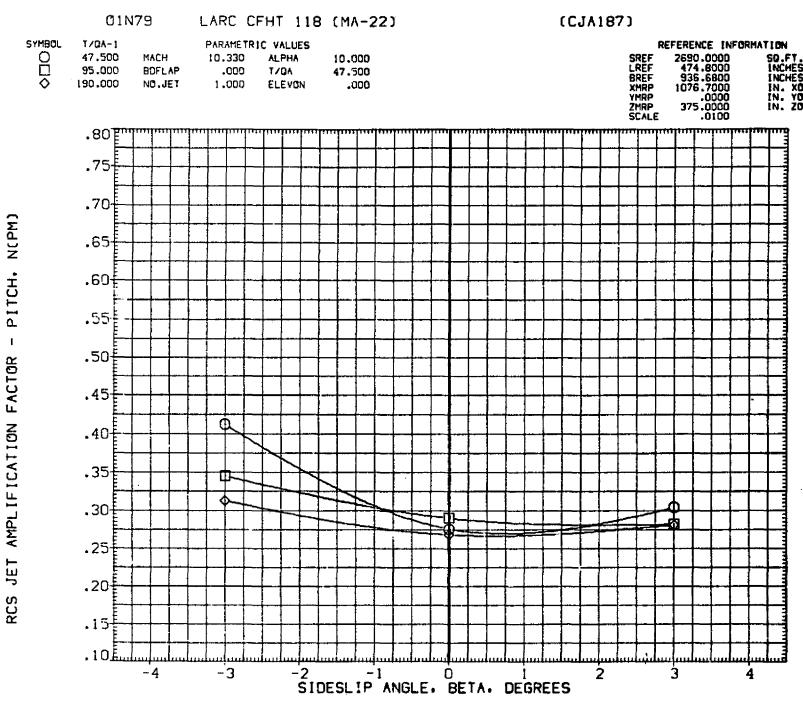


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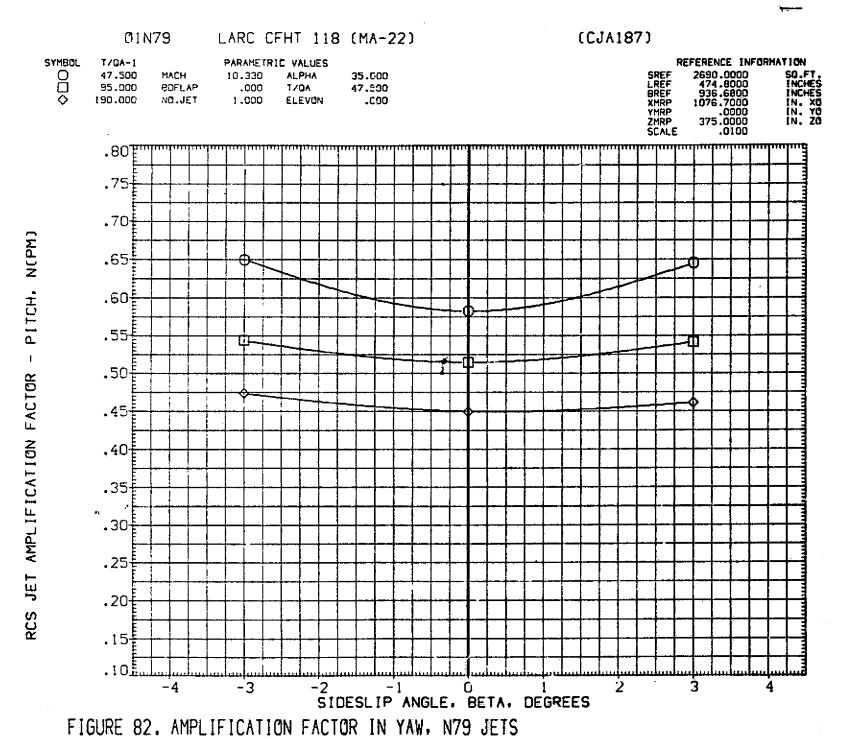


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

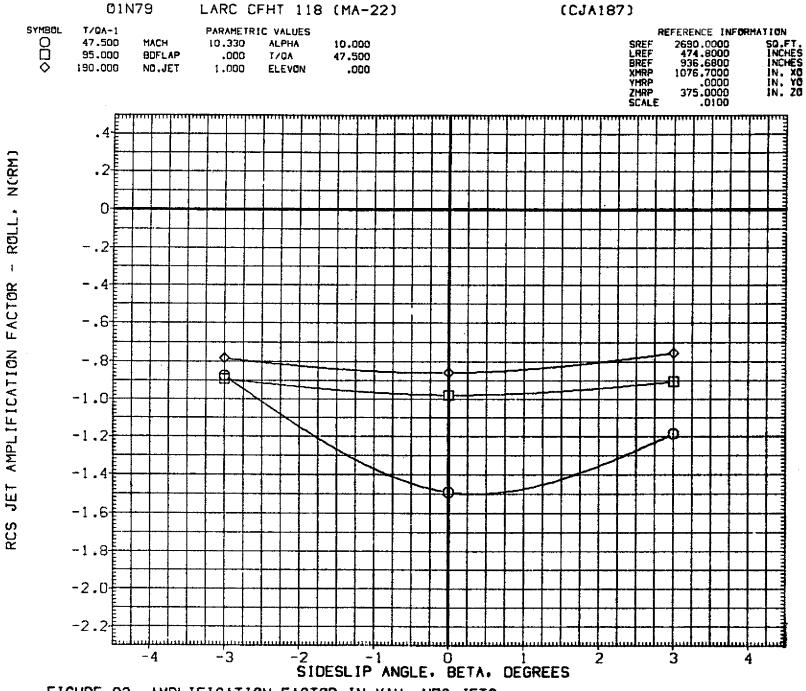


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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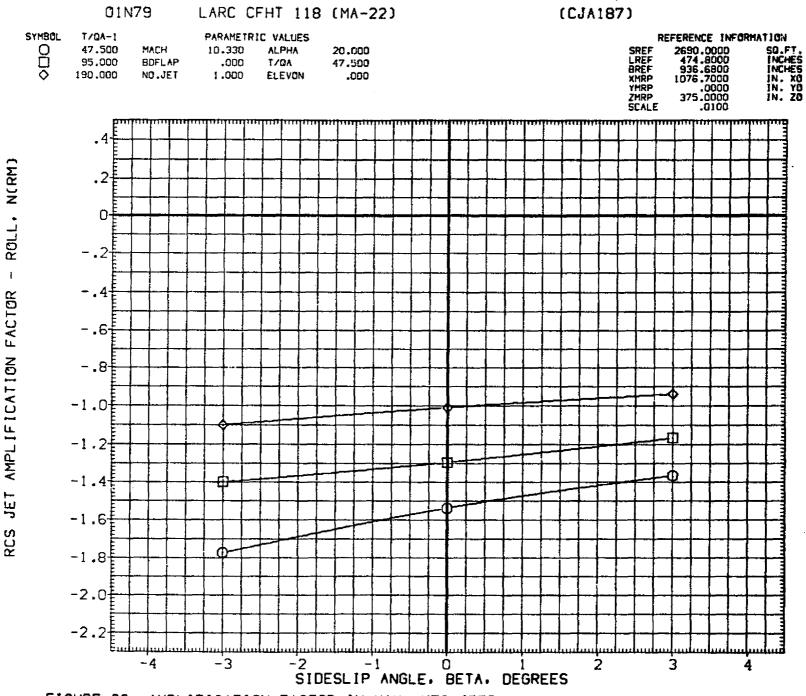


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS



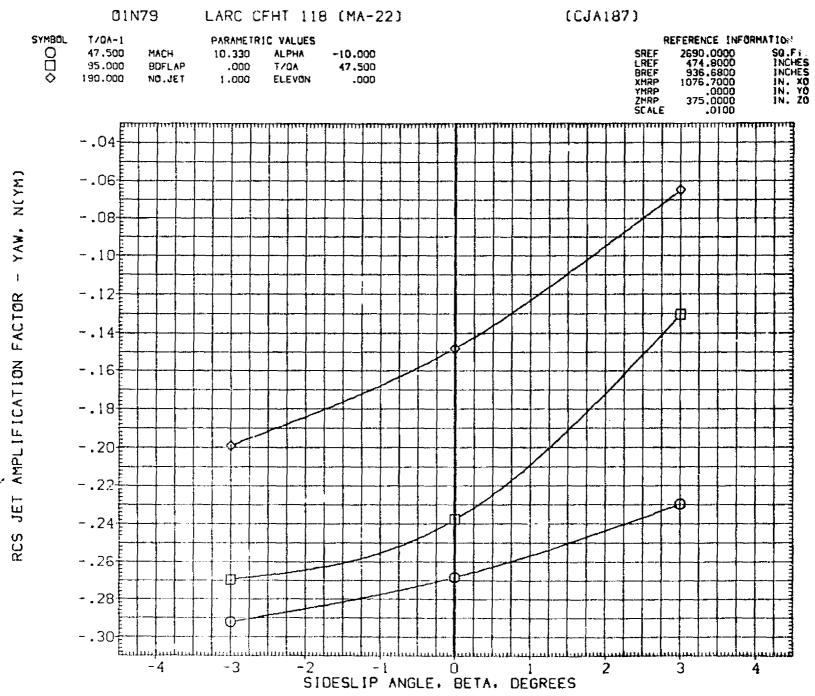


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

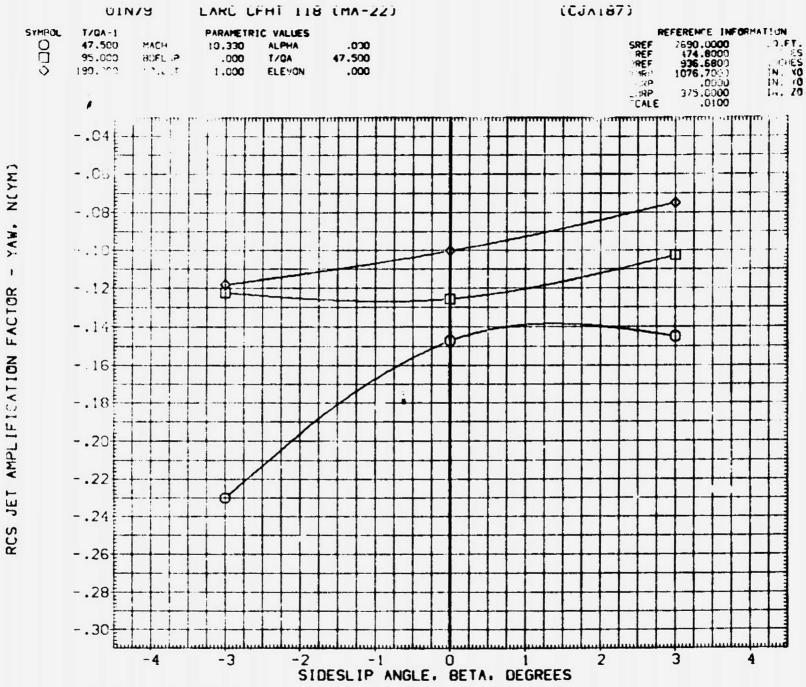


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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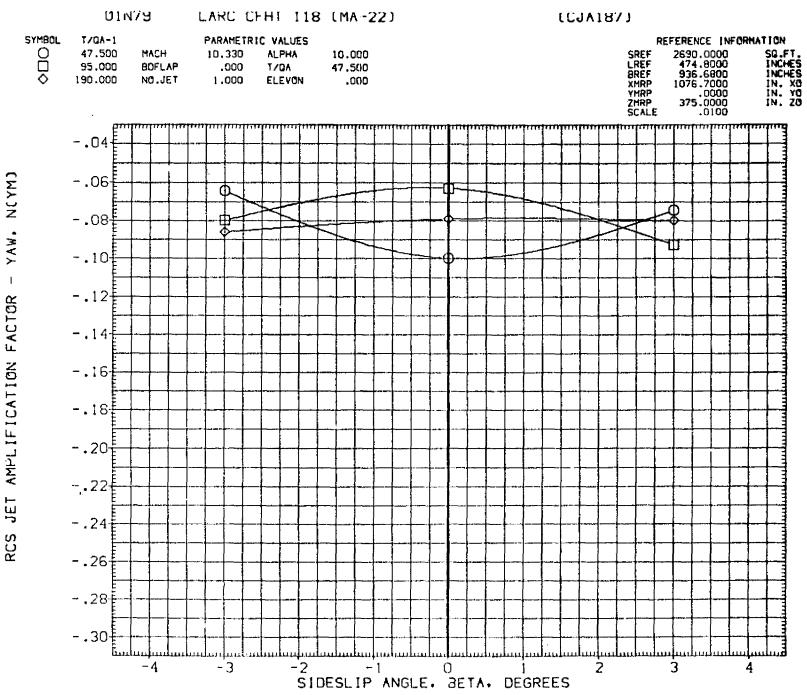


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS



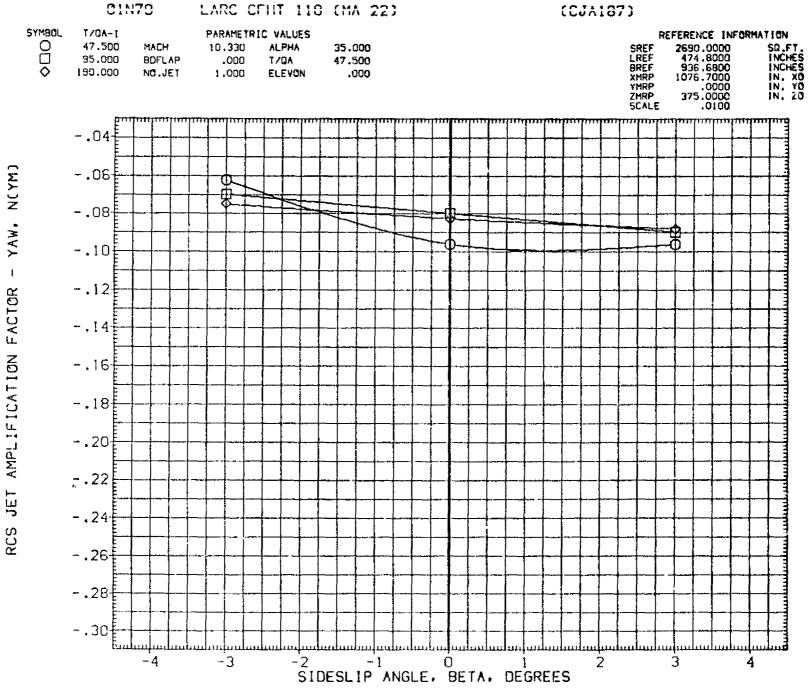


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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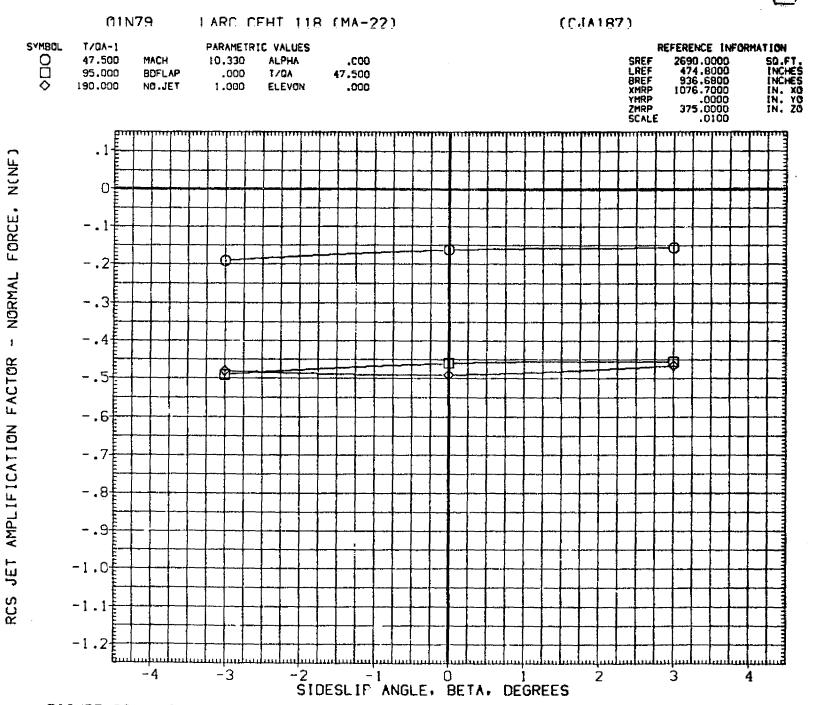


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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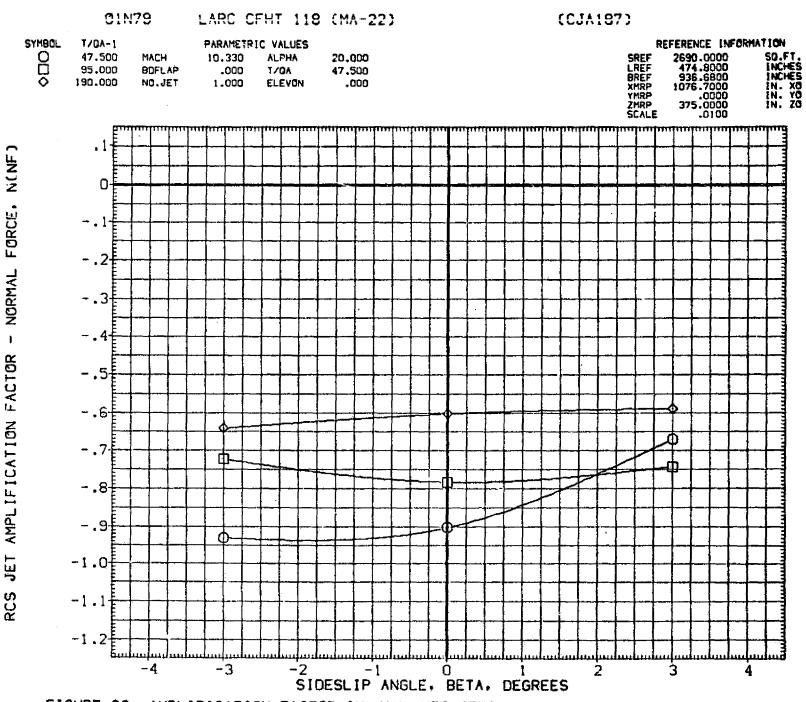


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

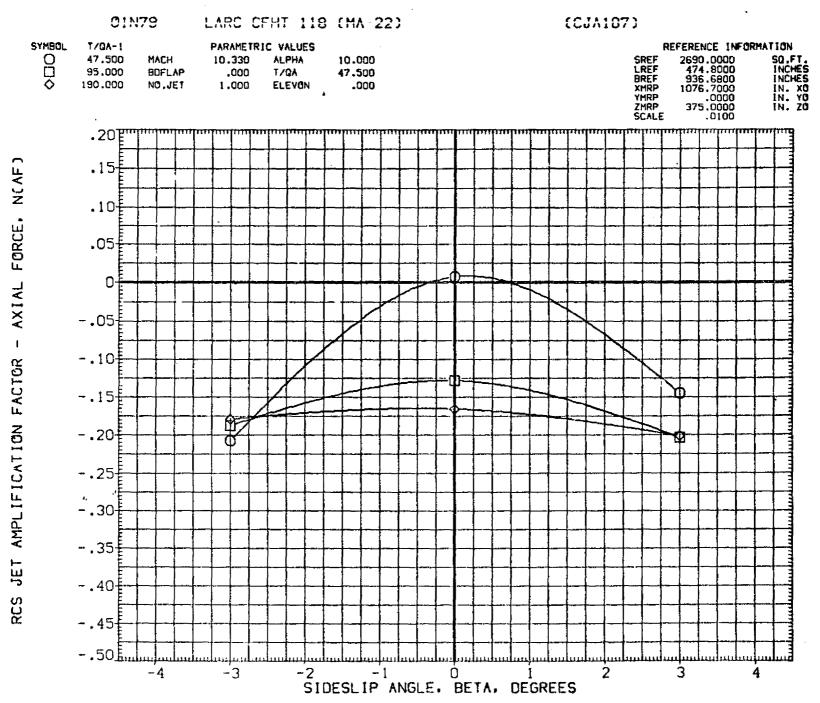


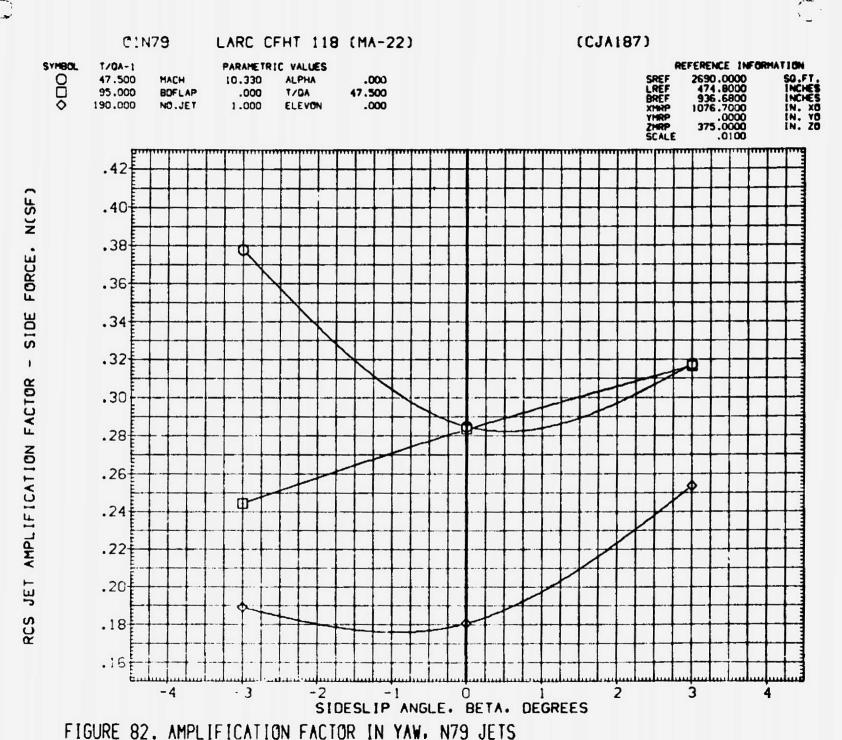
FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

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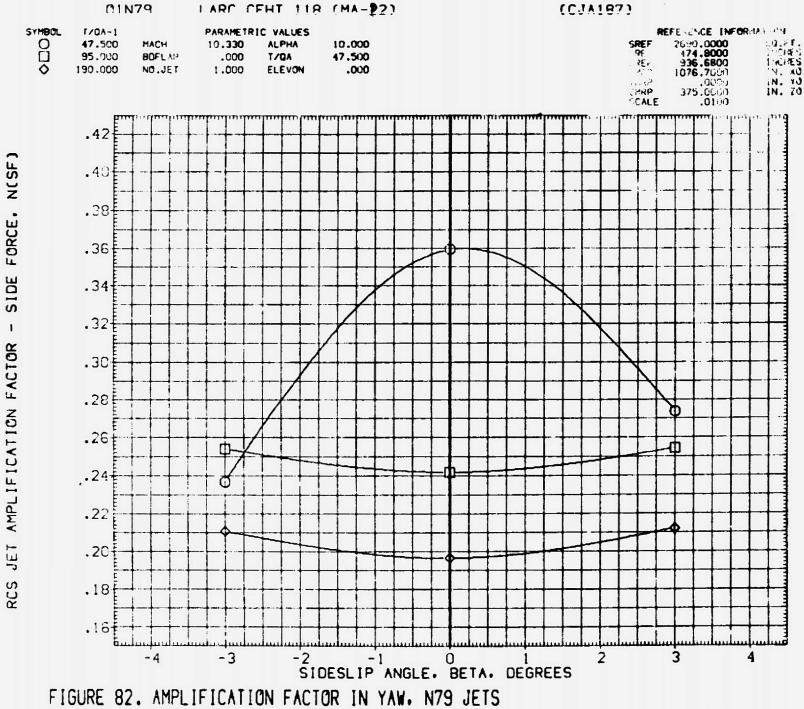
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FIGURE 82. AMPLIFICATION FACTOR IN YAW. N79 JETS

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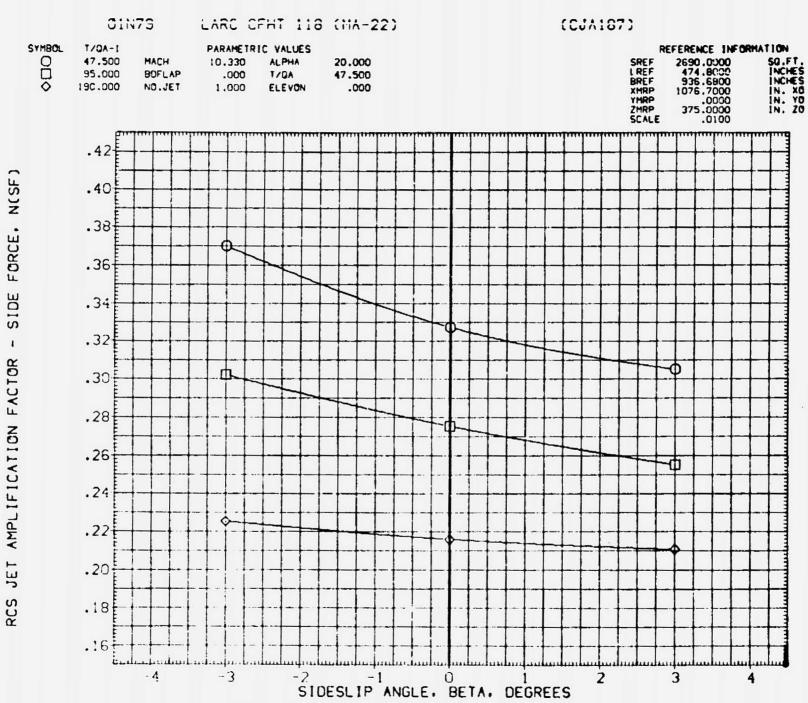


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS

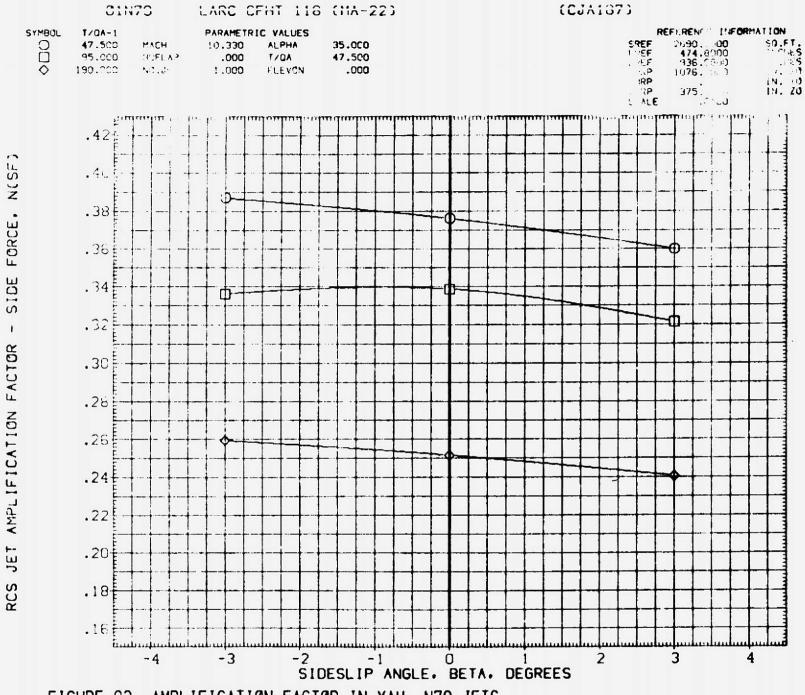
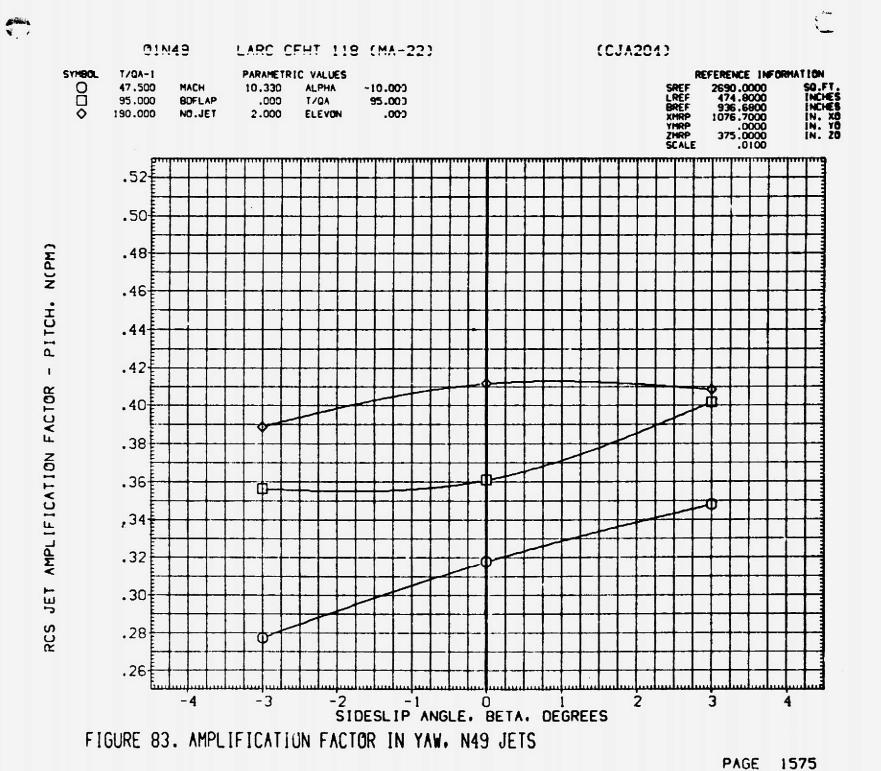


FIGURE 82. AMPLIFICATION FACTOR IN YAW, N79 JETS



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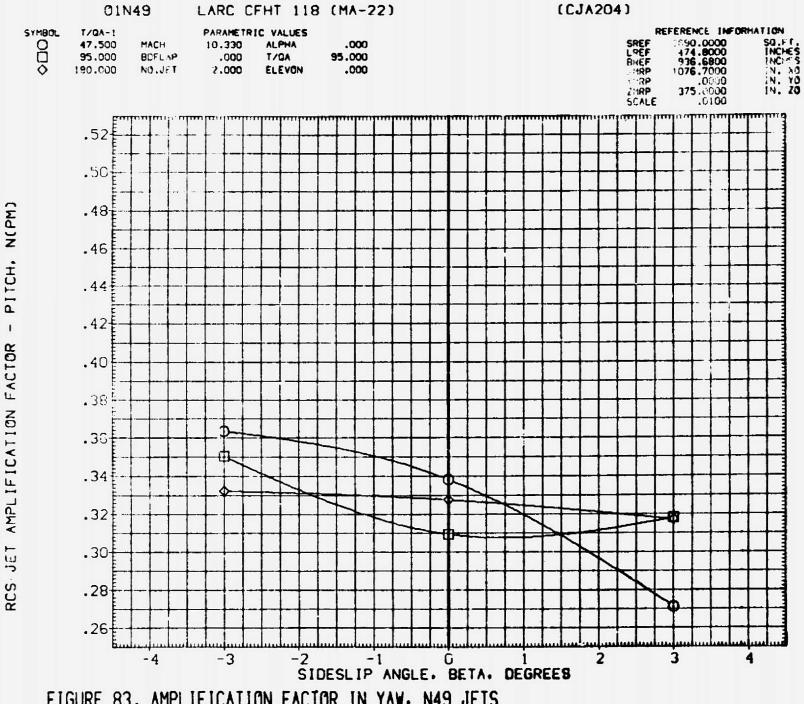


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

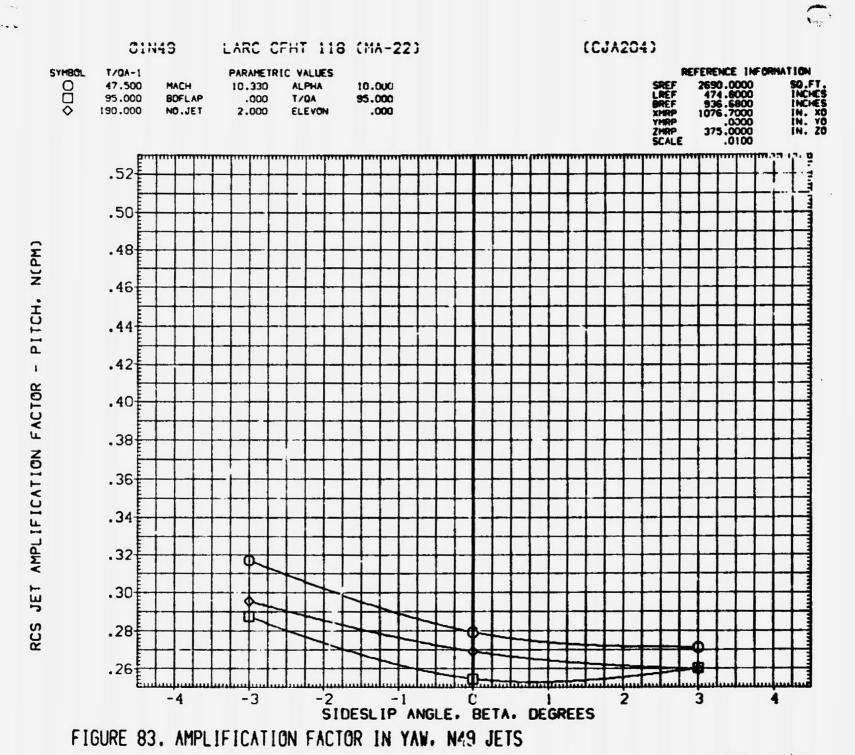


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

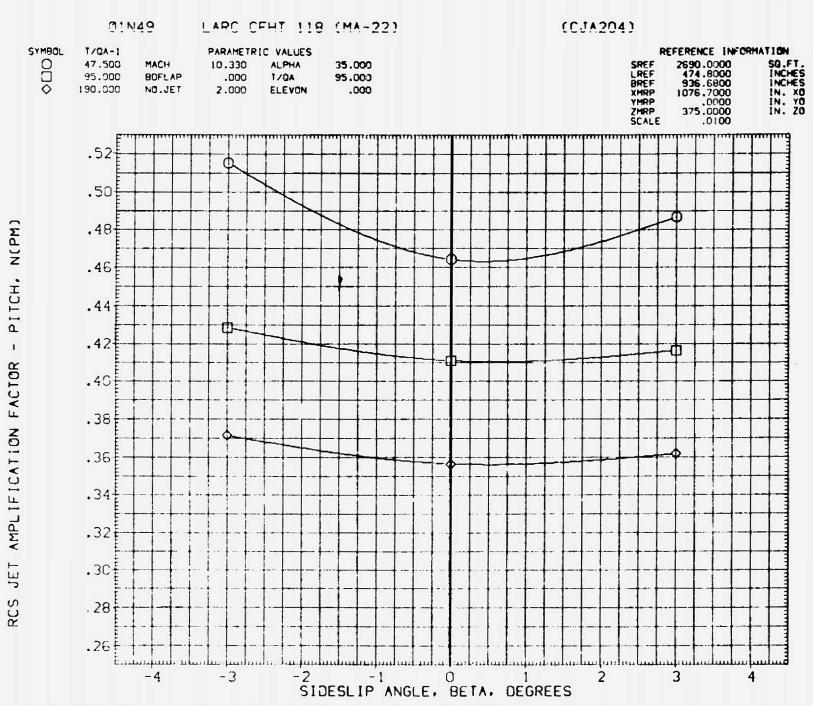


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

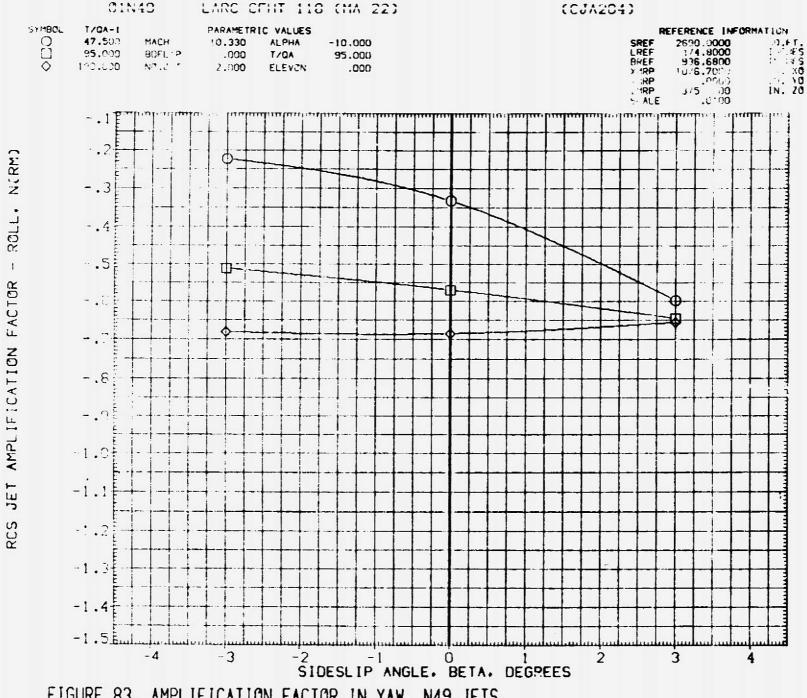


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

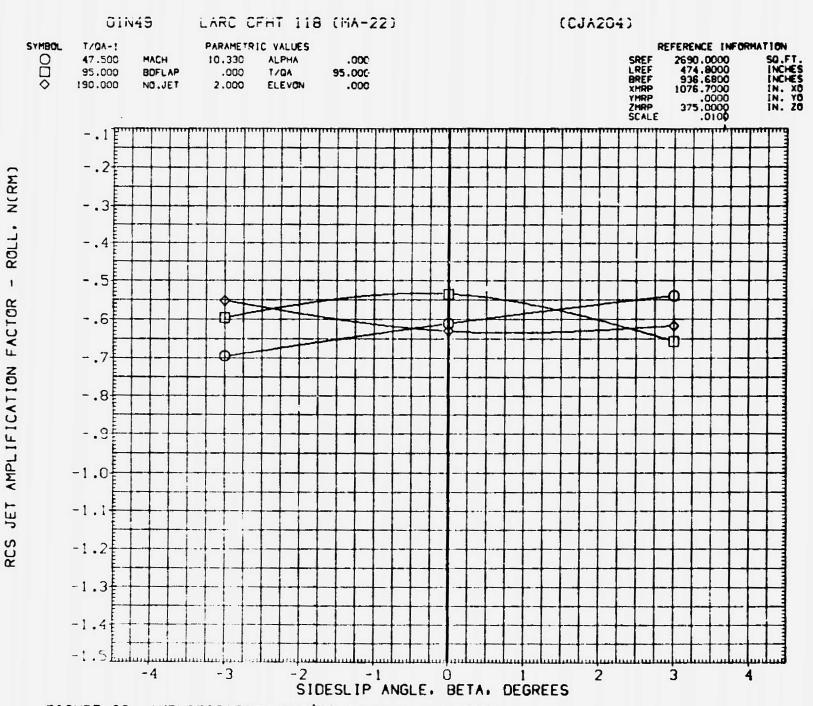


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

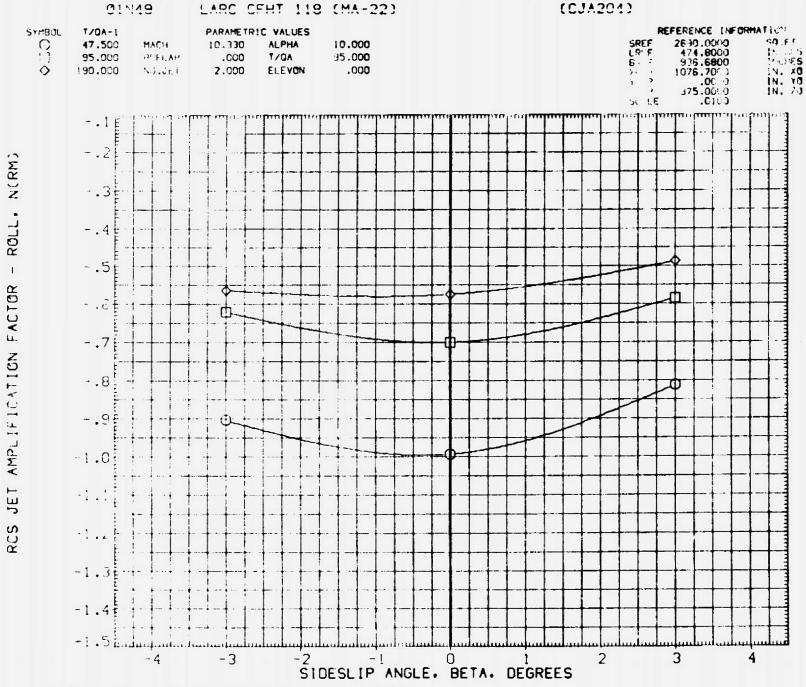


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

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FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

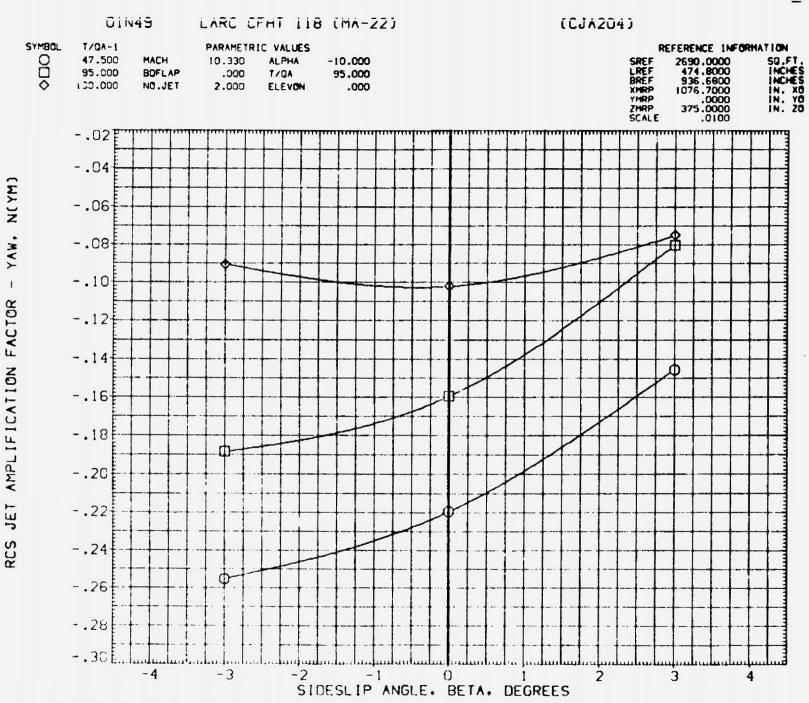


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

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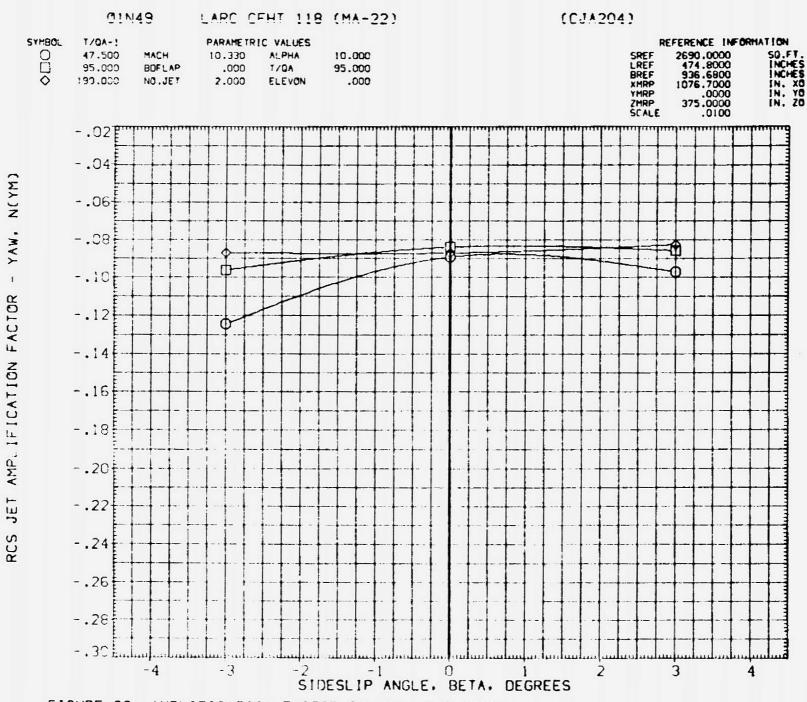
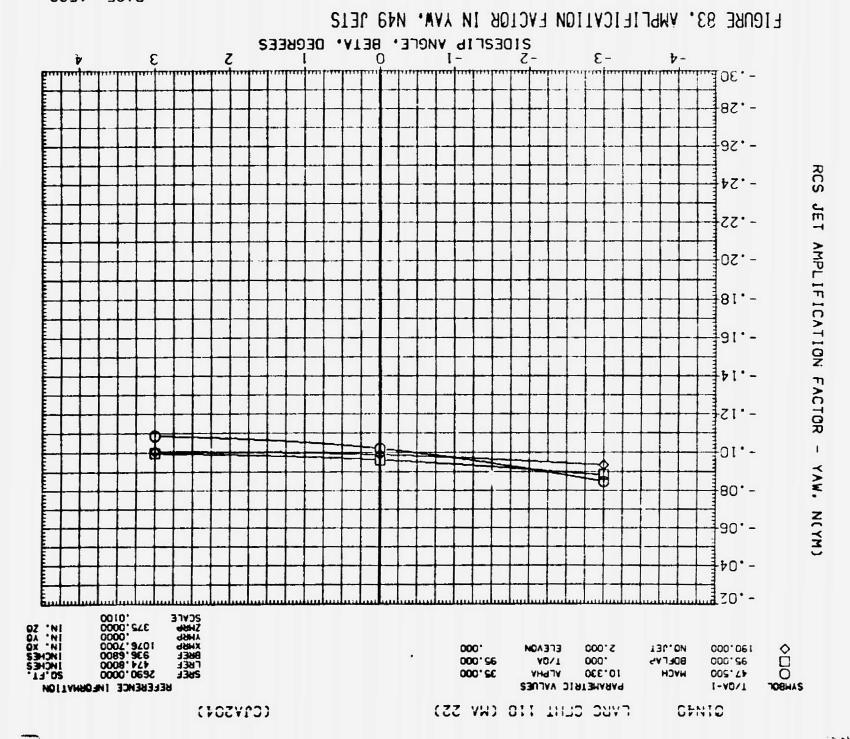


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

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FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

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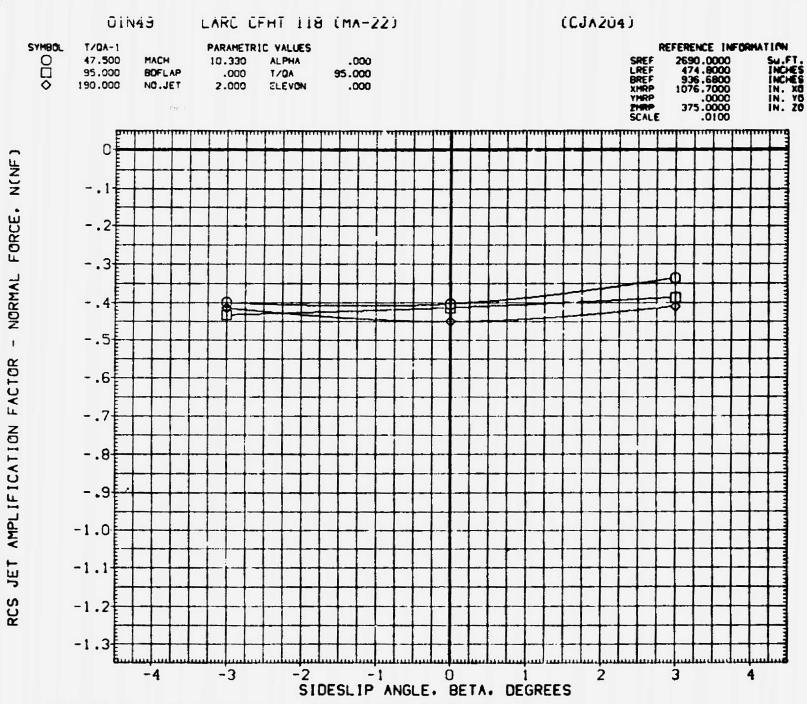


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

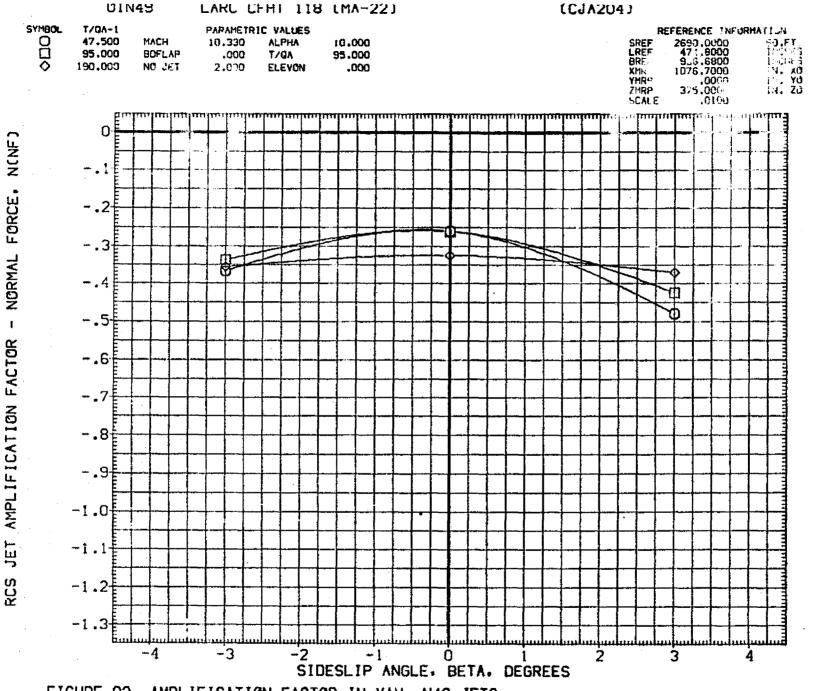


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

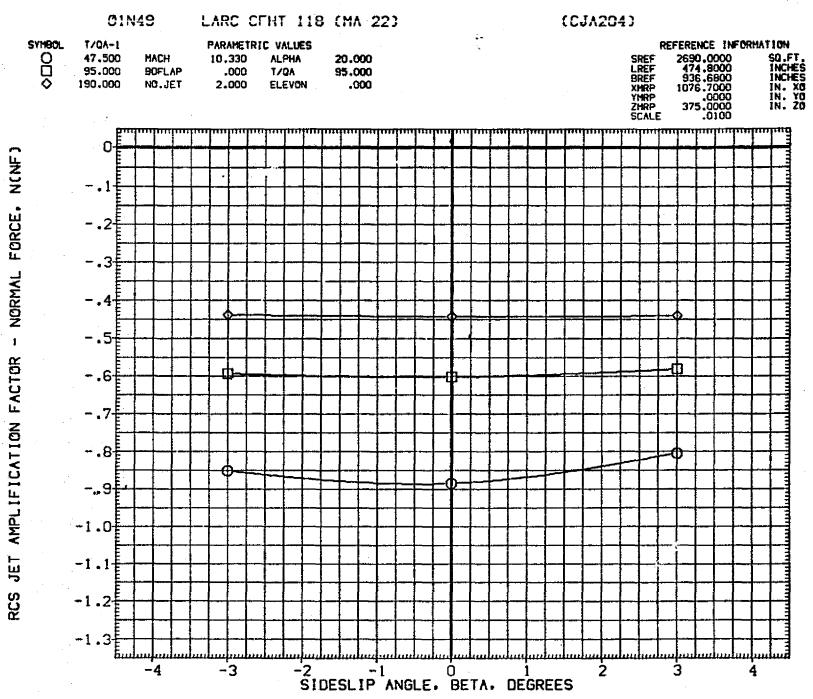


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

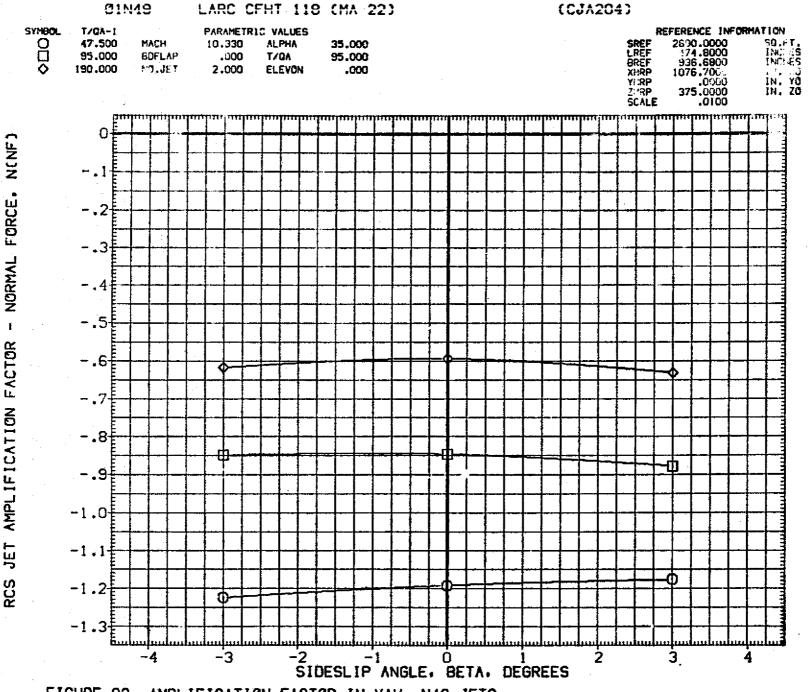


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

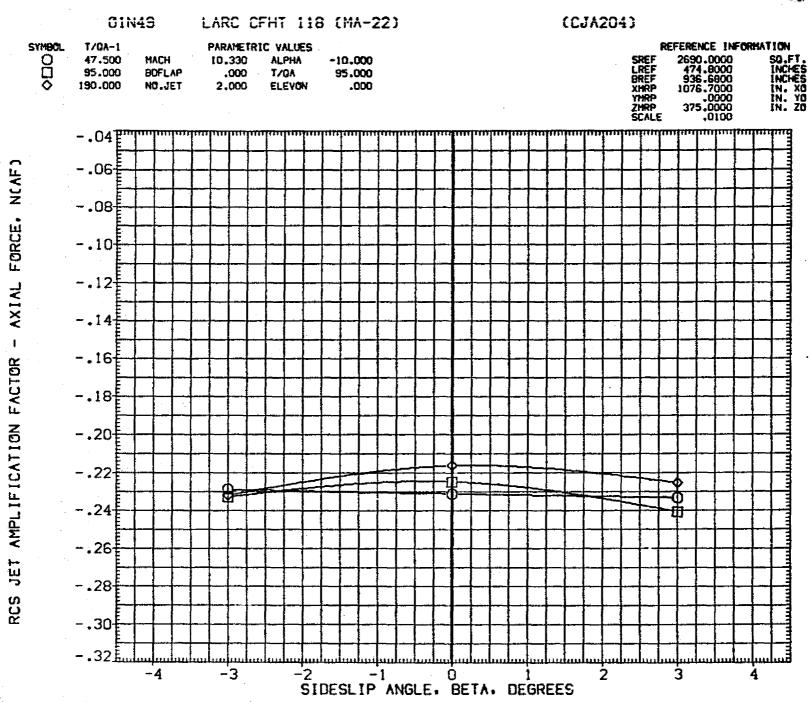


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

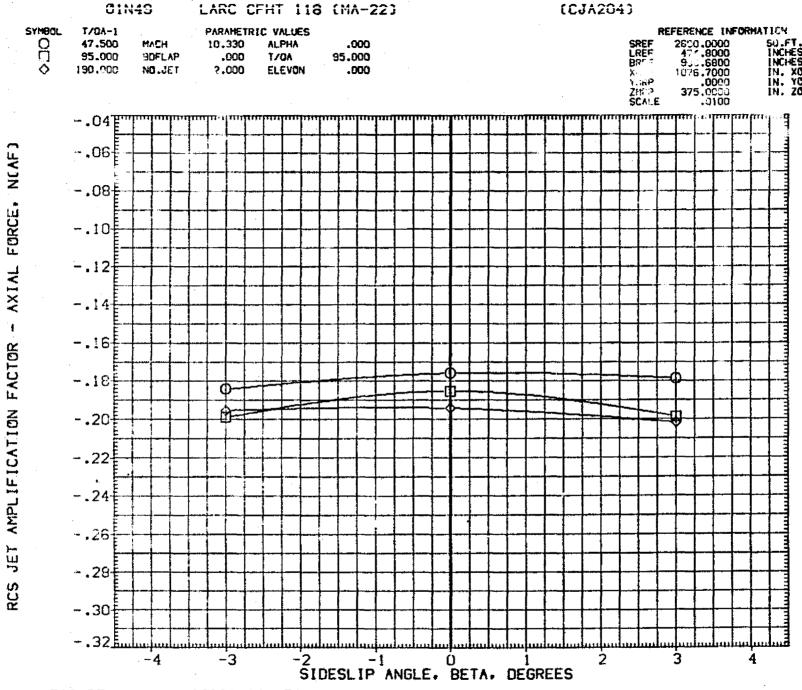


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

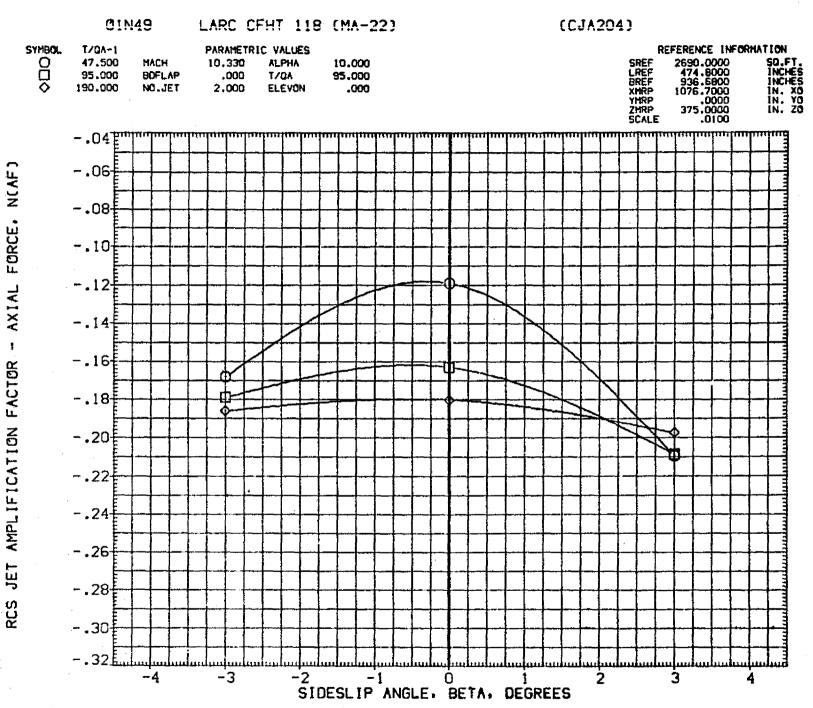


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

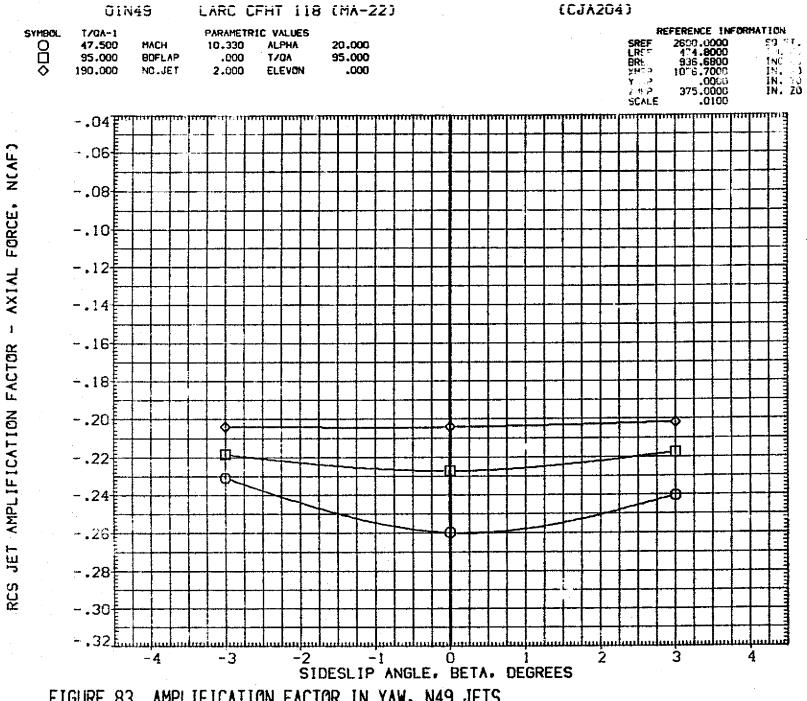


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS

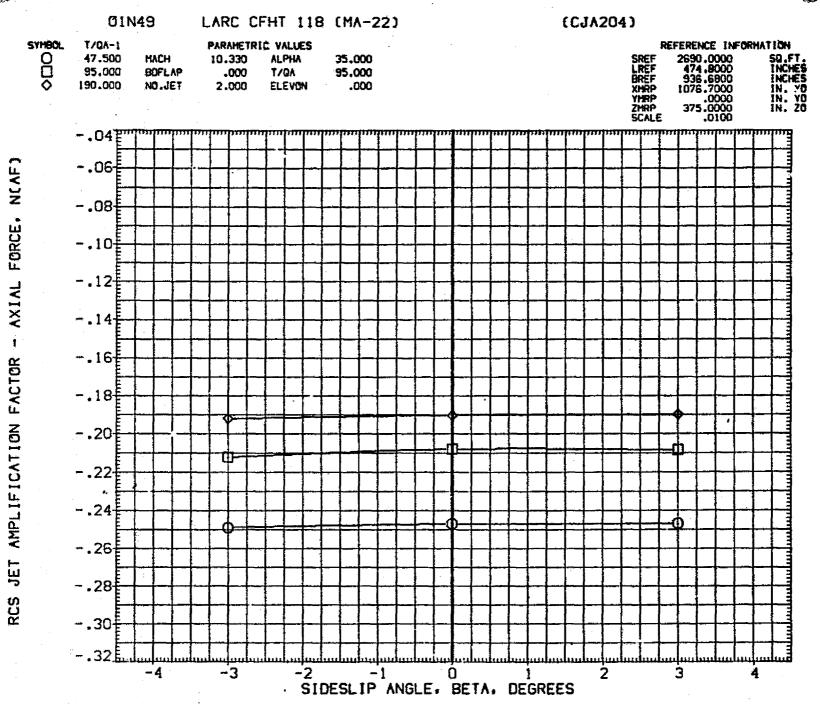


FIGURE 83. AMPLIFICATION FACTOR IN YAW. N49 JETS

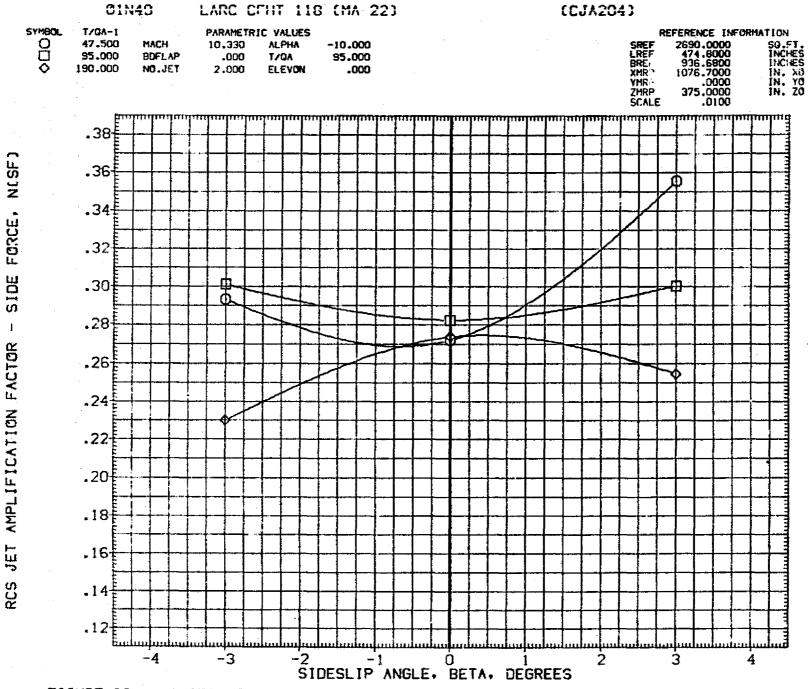
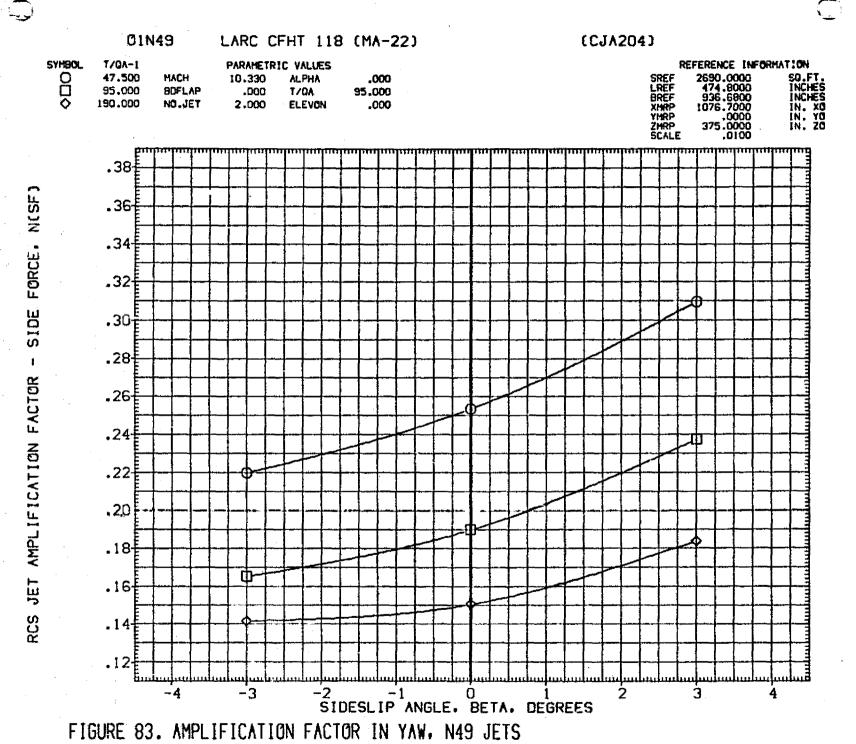
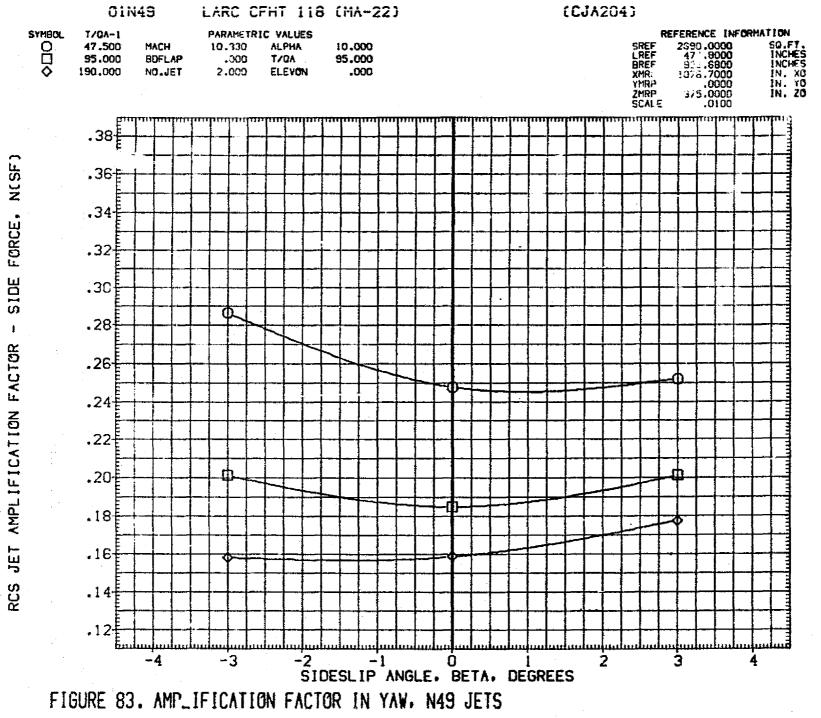
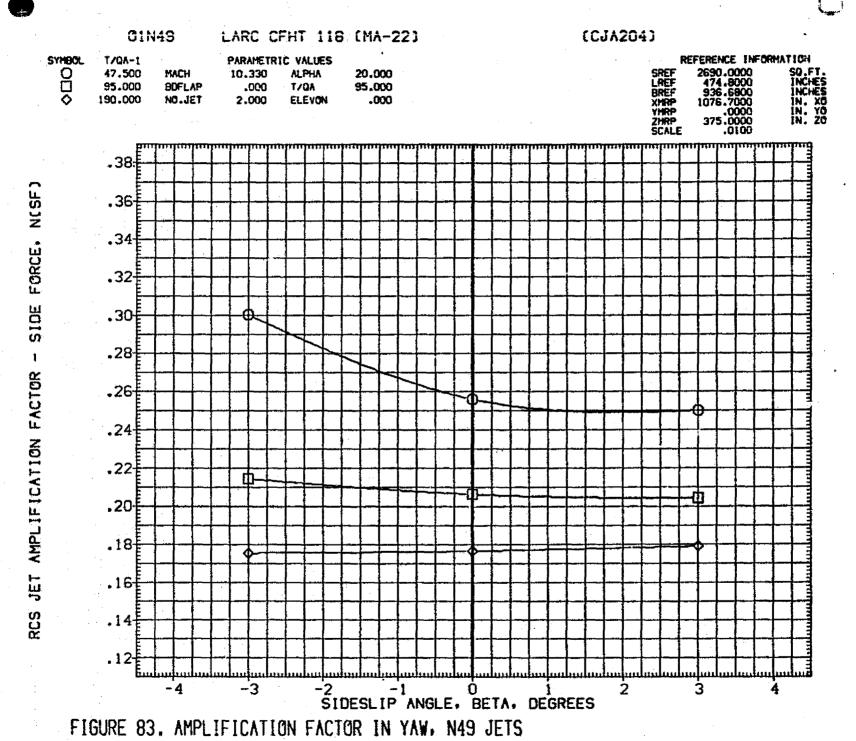


FIGURE 83. AMPLIFICATION FACTOR IN YAW, N49 JETS



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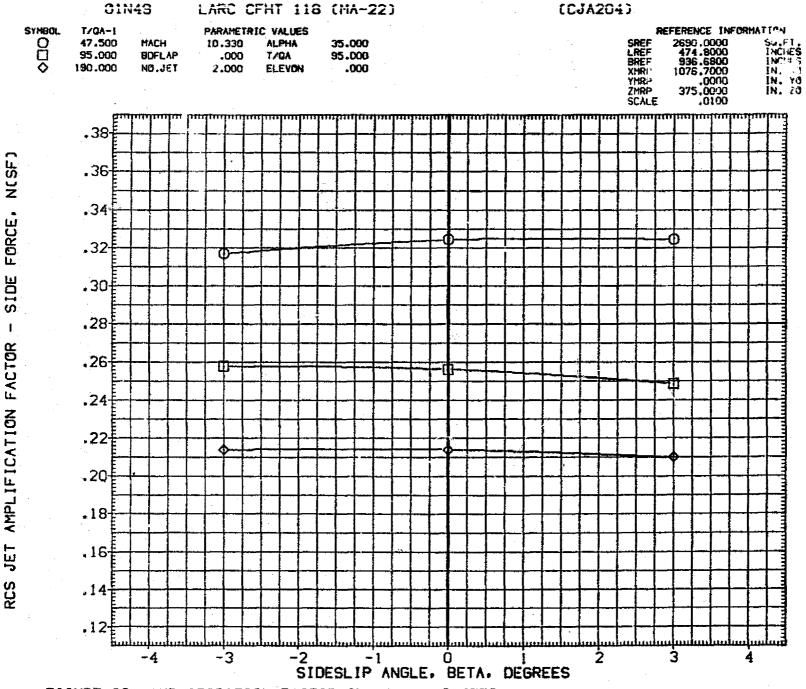


FIGURE 83. AMPLIFICATION FACTOR IN YAW. N49 JETS

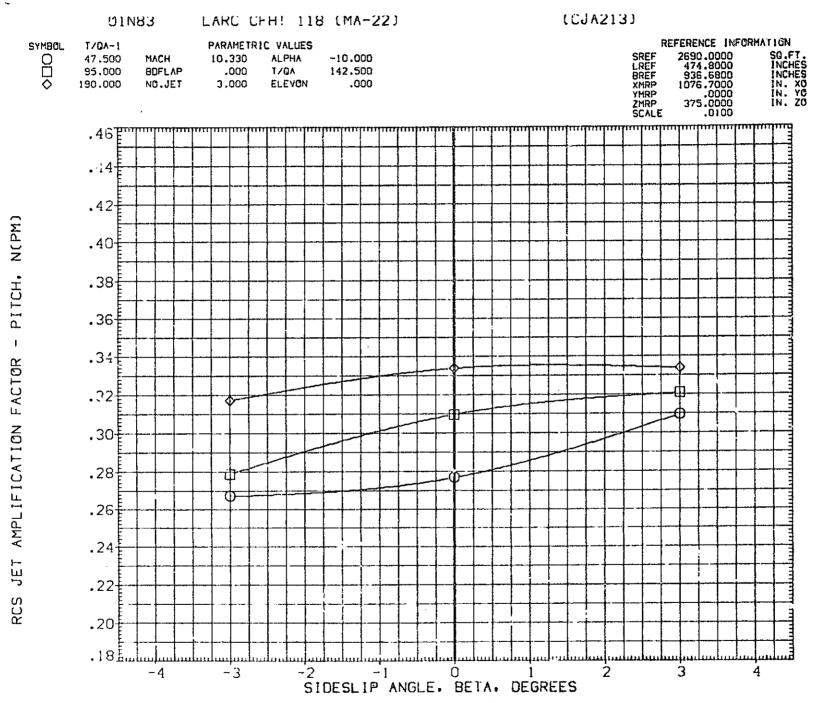


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

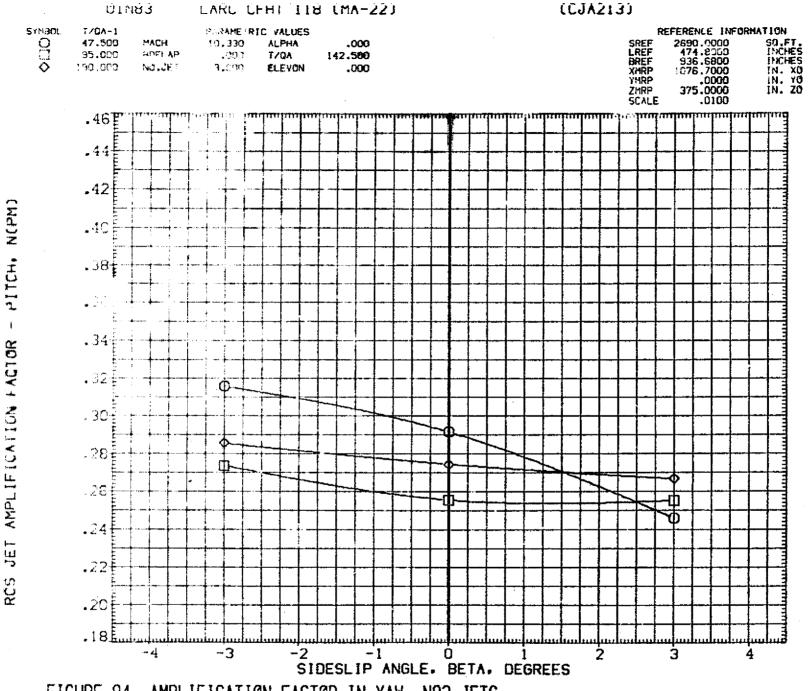


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS



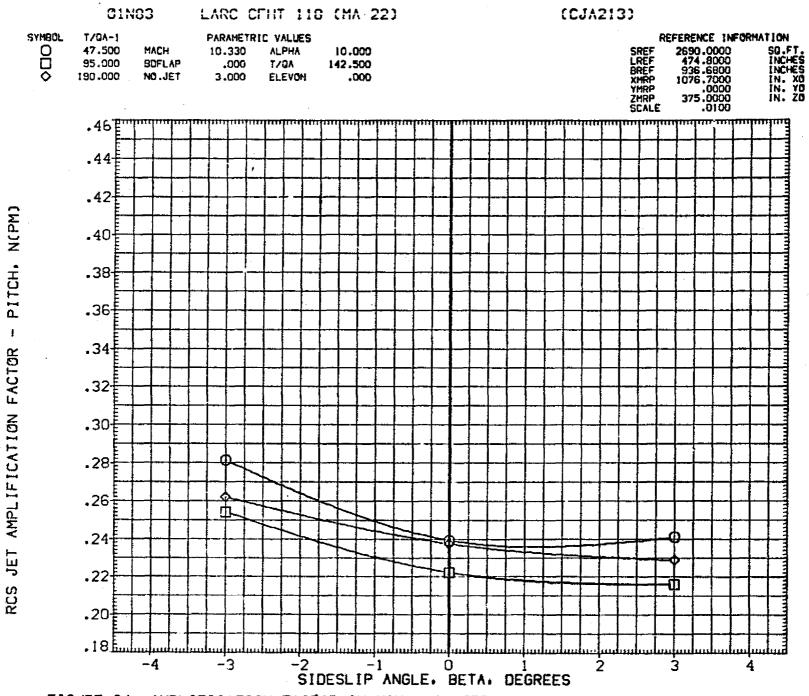


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

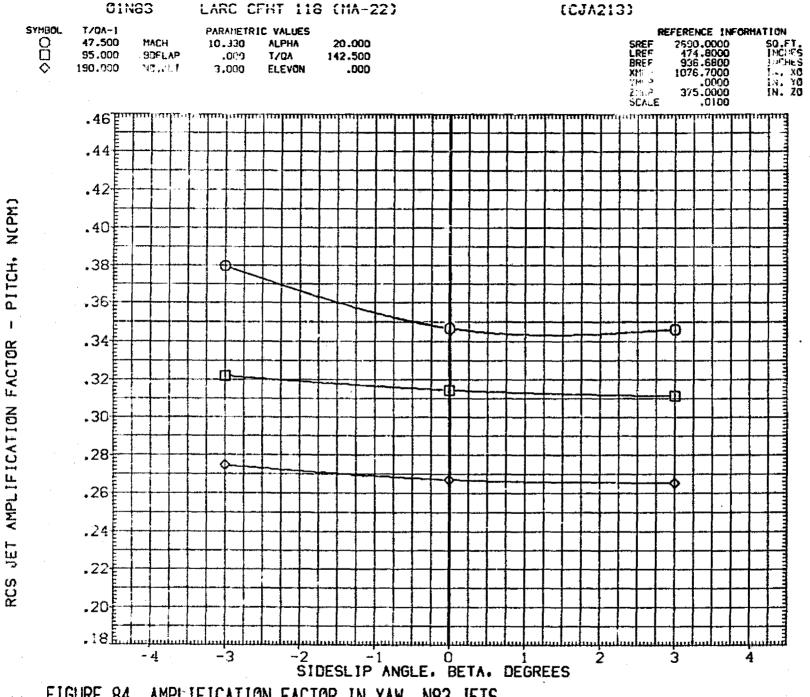


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

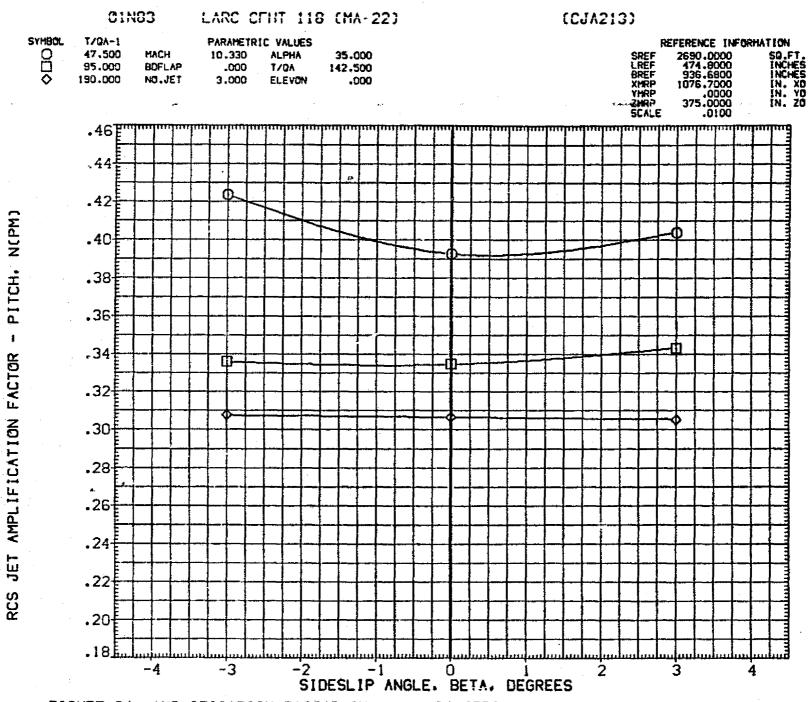


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

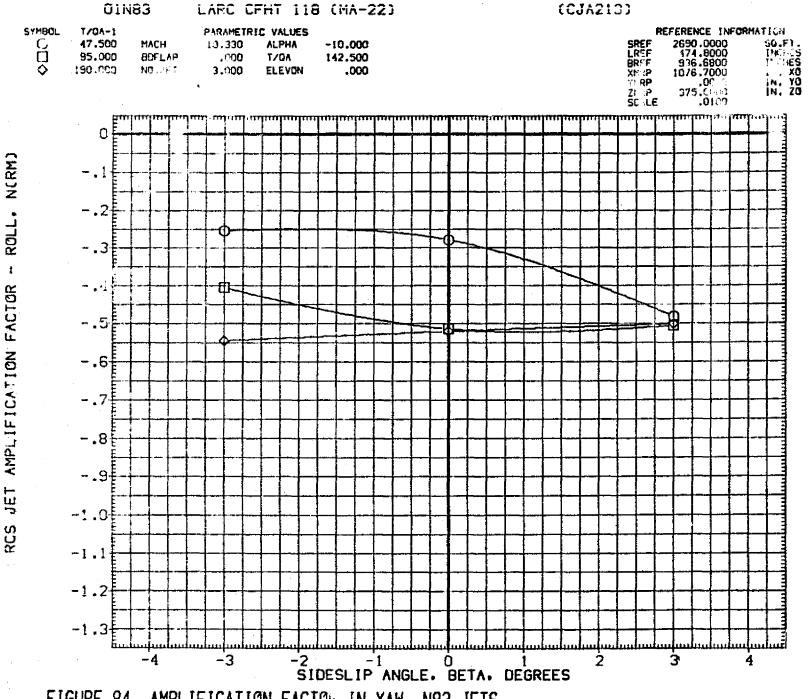


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

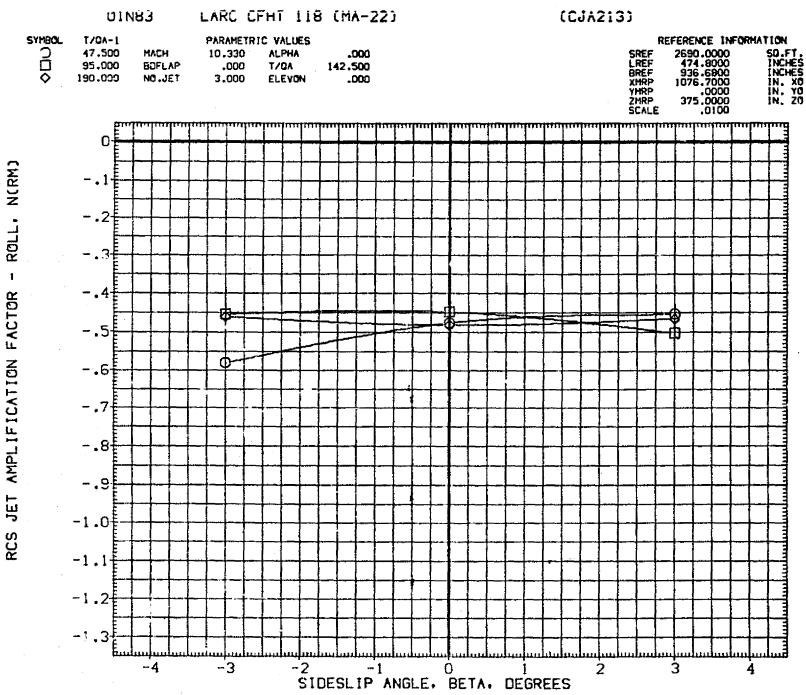


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

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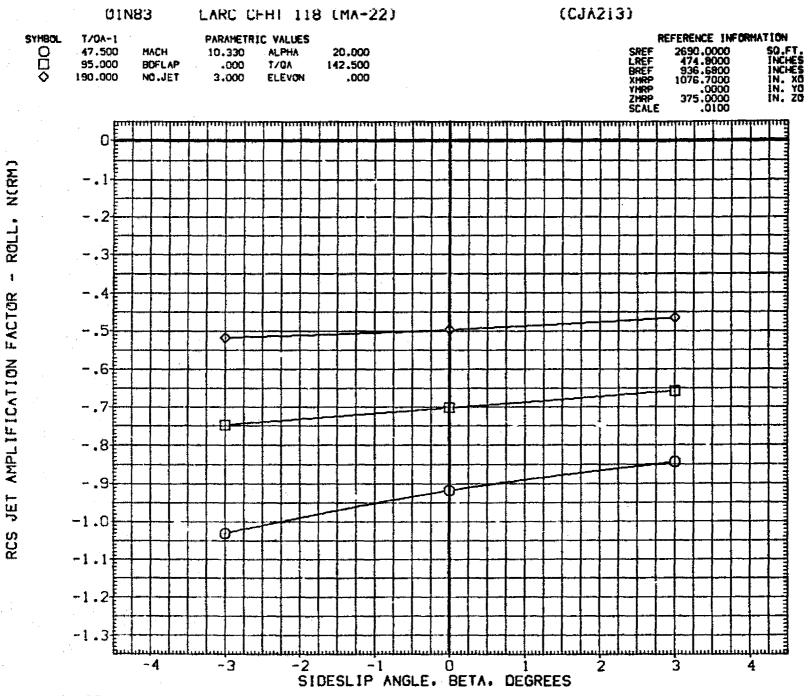


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

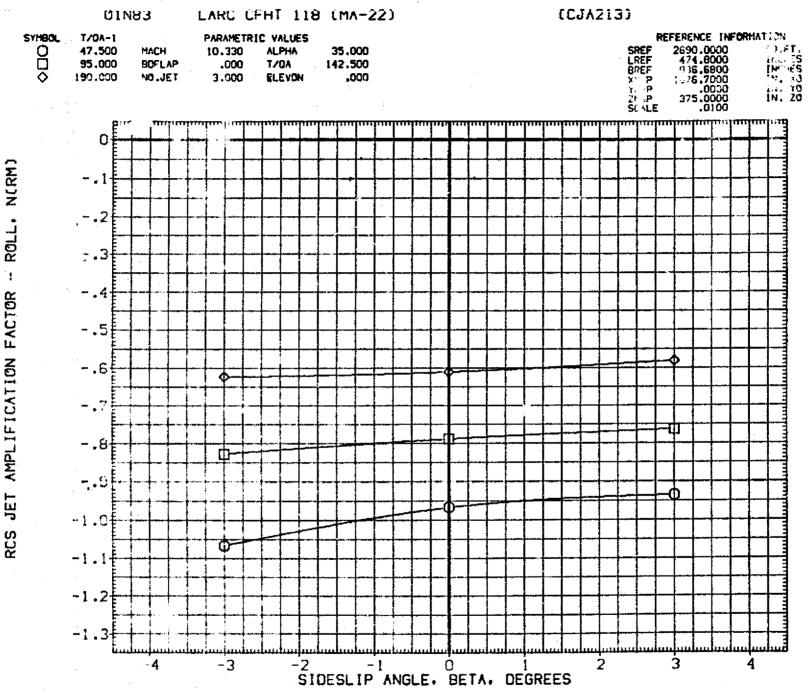


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

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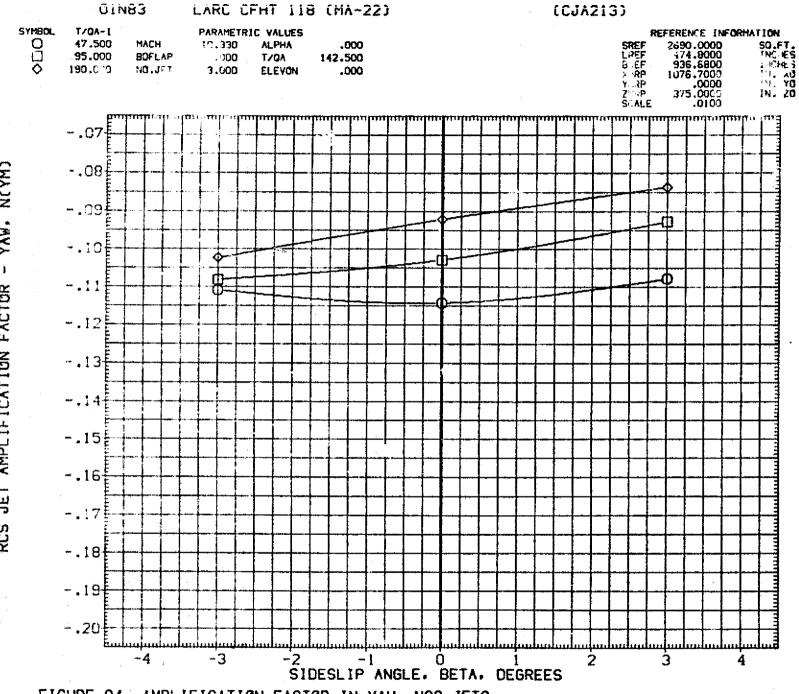


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

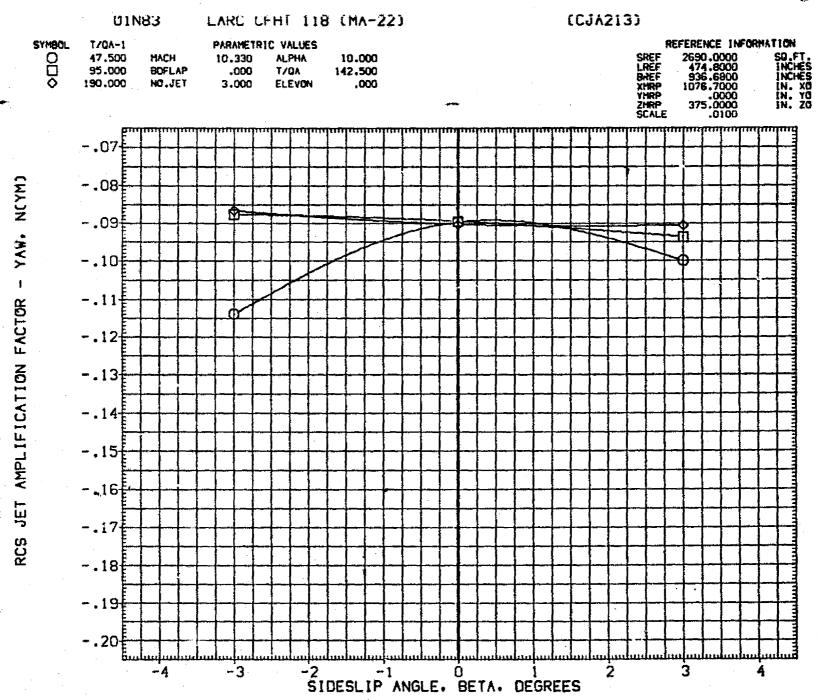


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

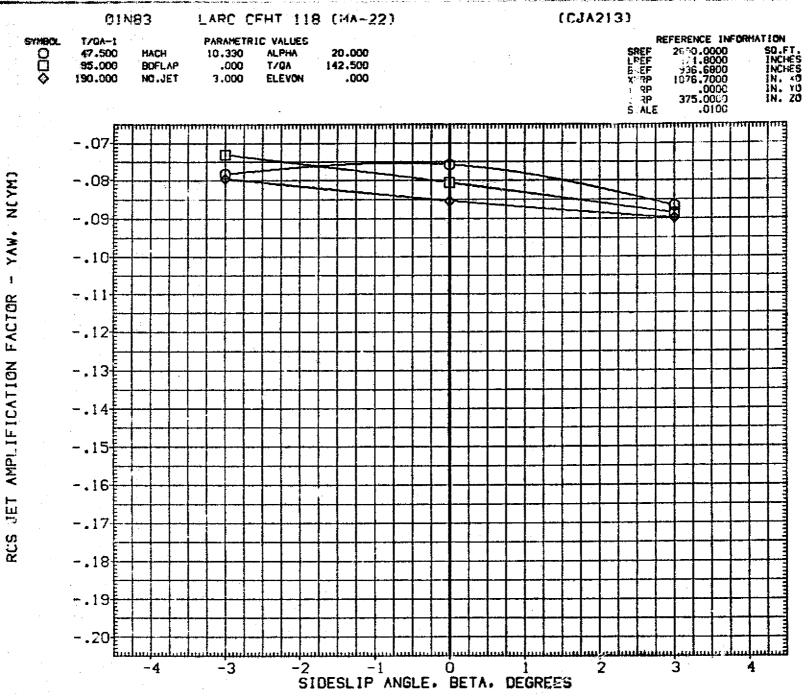


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS.



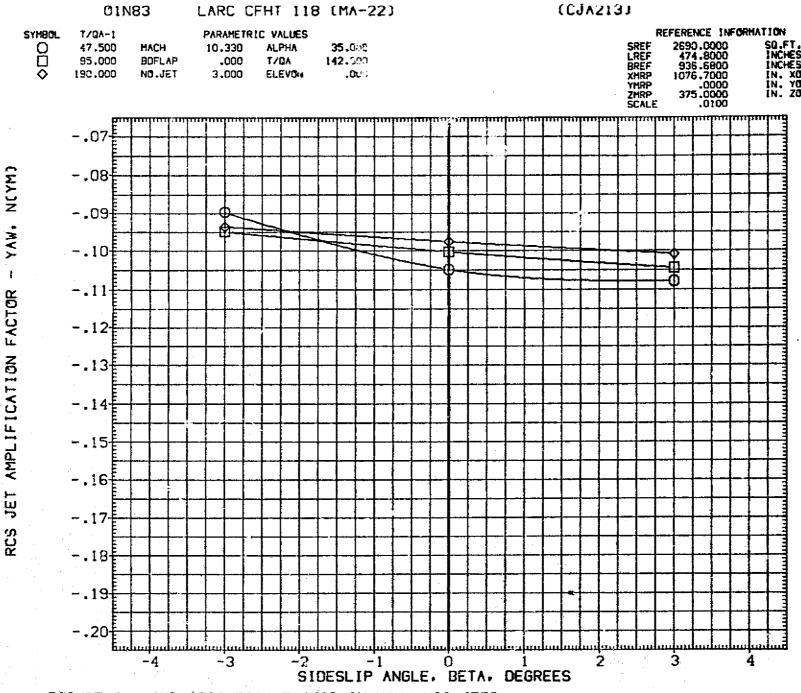
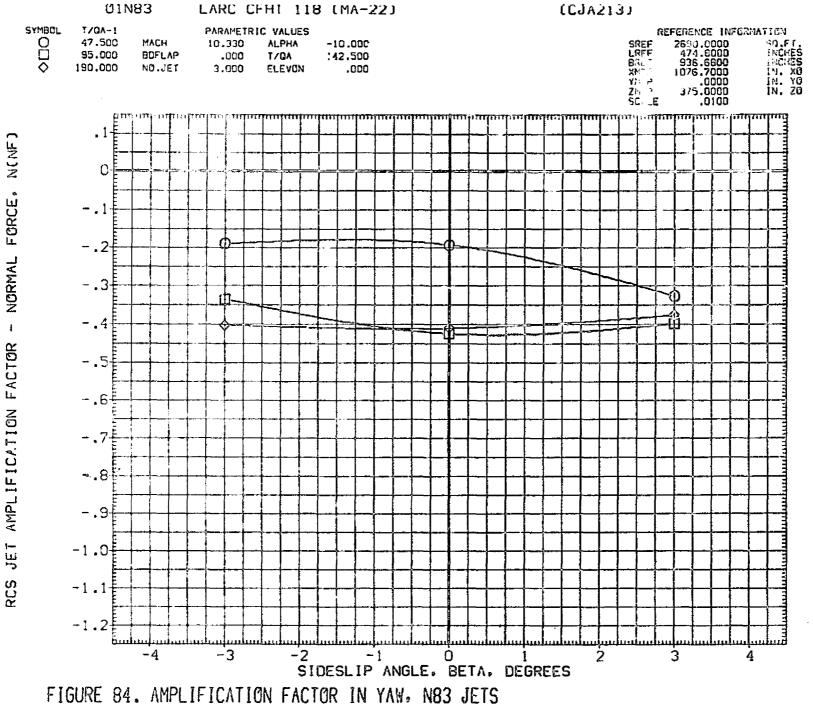


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS



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FIGURE 84. AMPLIFICATION FACTOR IN YAW. N83 JETS

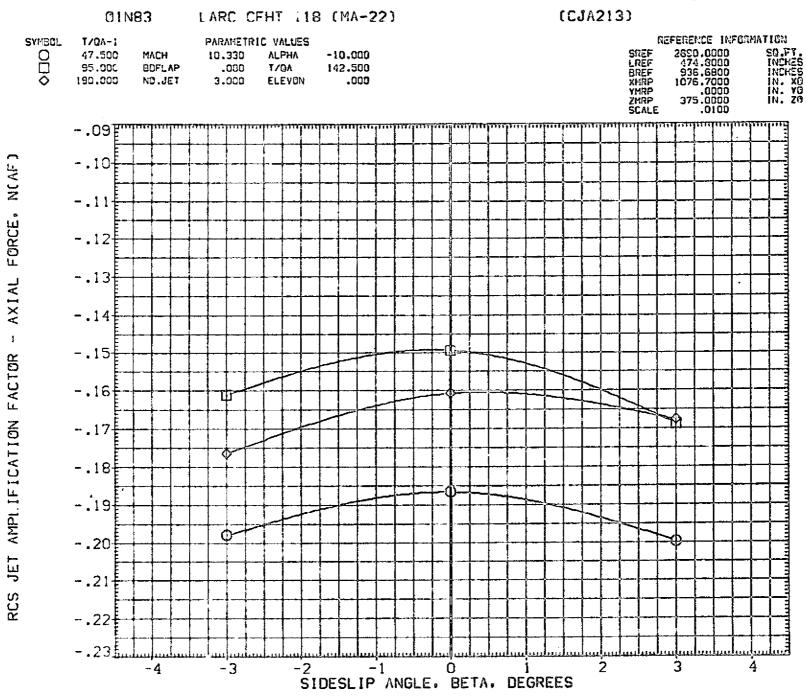


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

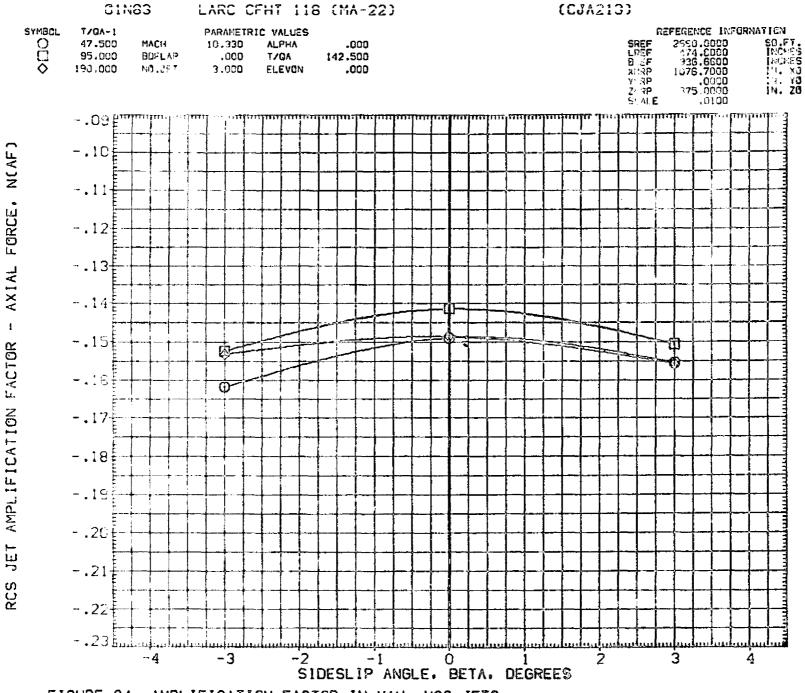


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

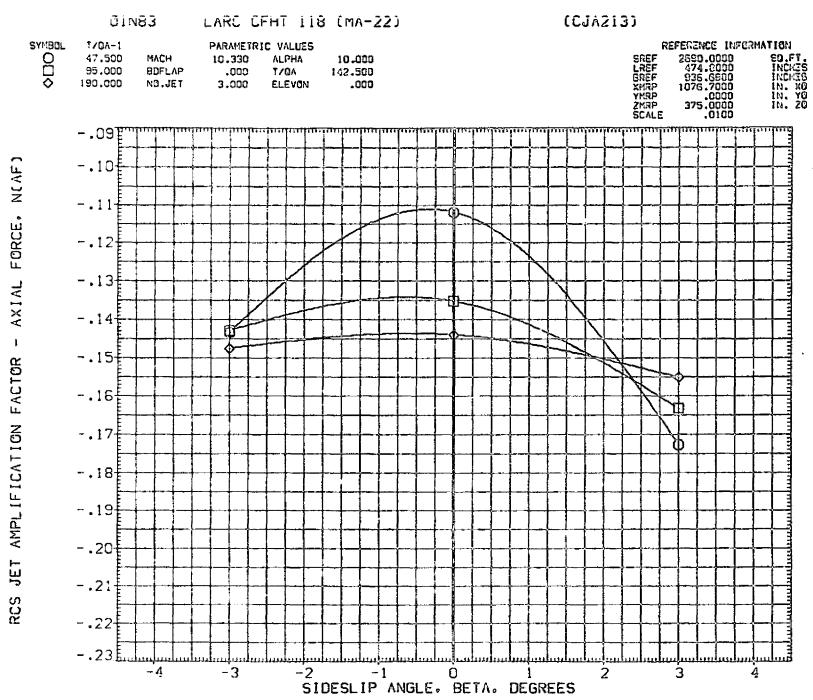


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

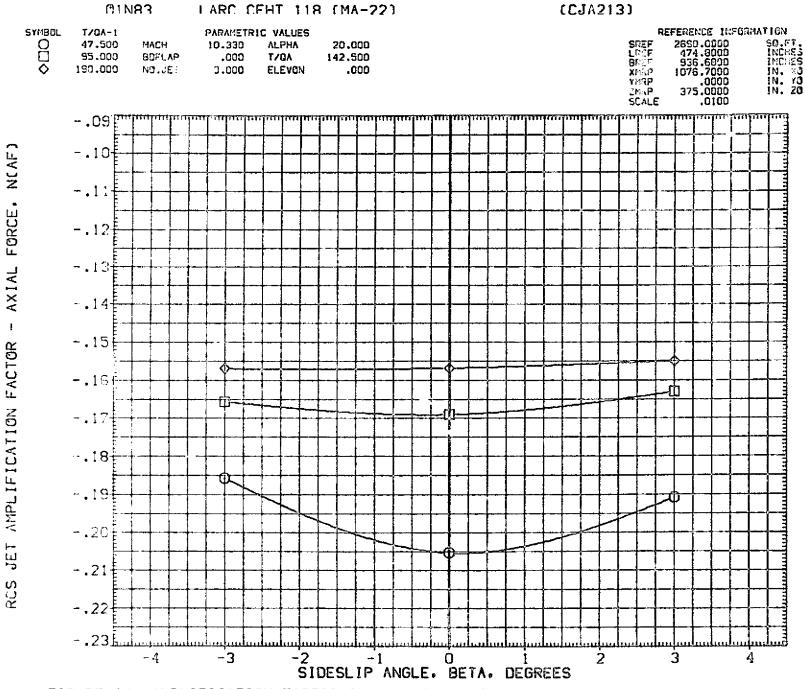


FIGURE 34. AMPLIFICATION FACTOR IN YAW, N83 JETS

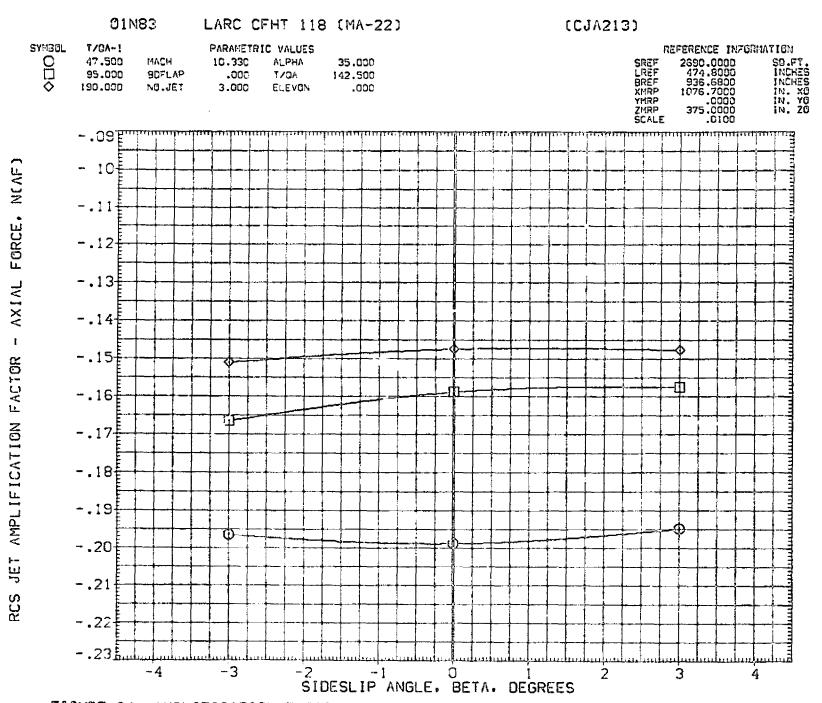


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

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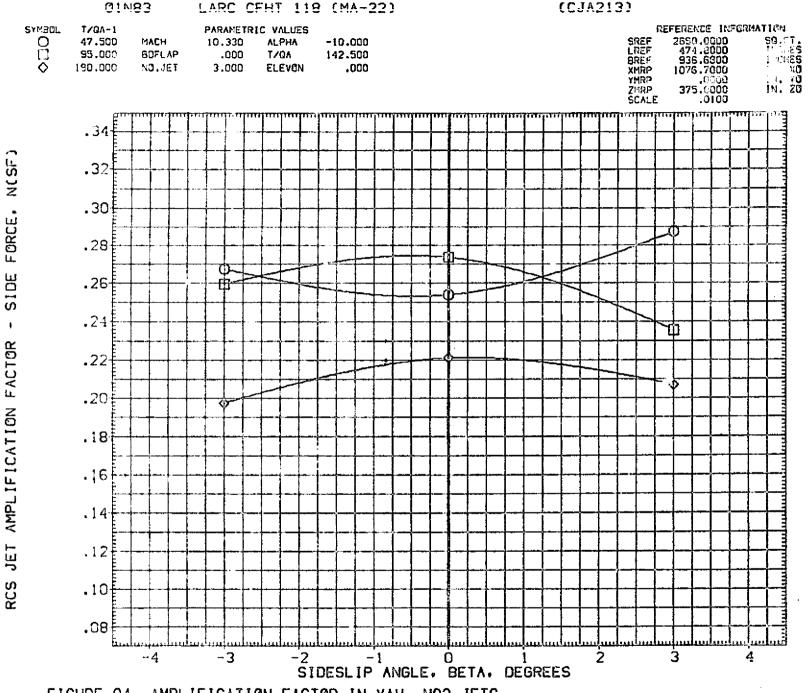


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

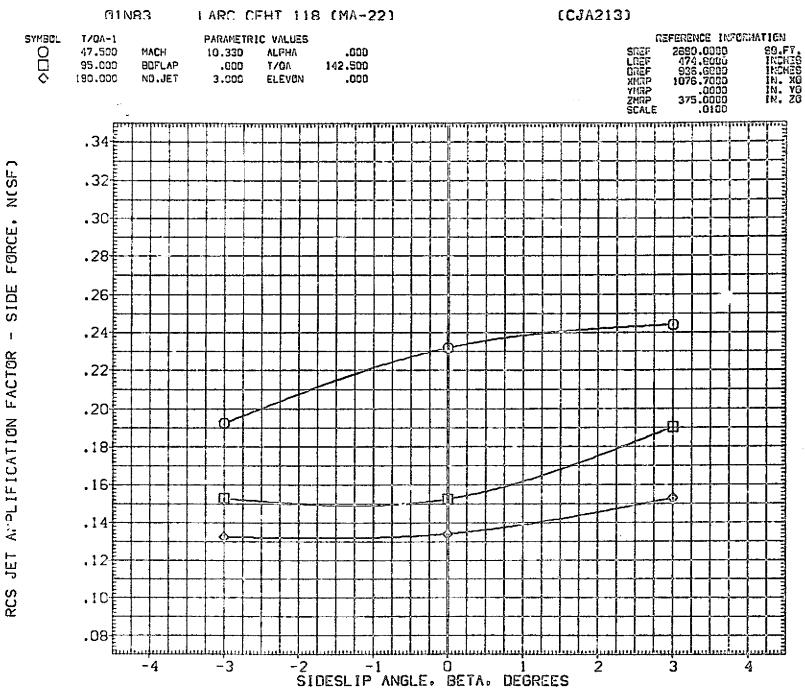


FIGURE 84. AMPLIFICATION FACTOR IN YAV. N83 JETS

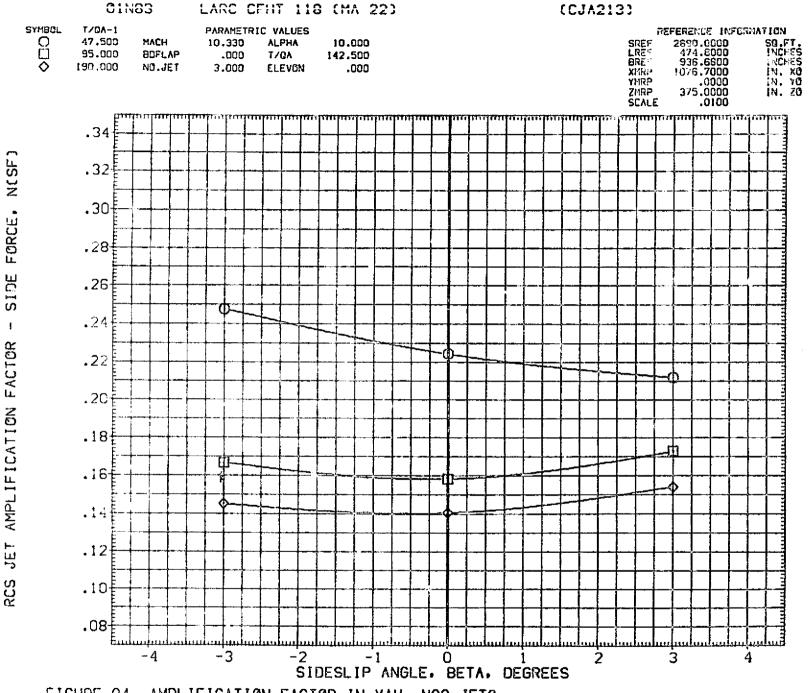


FIGURE 84. AMPLIFICATION FACTOR IN YAW. N83 JETS

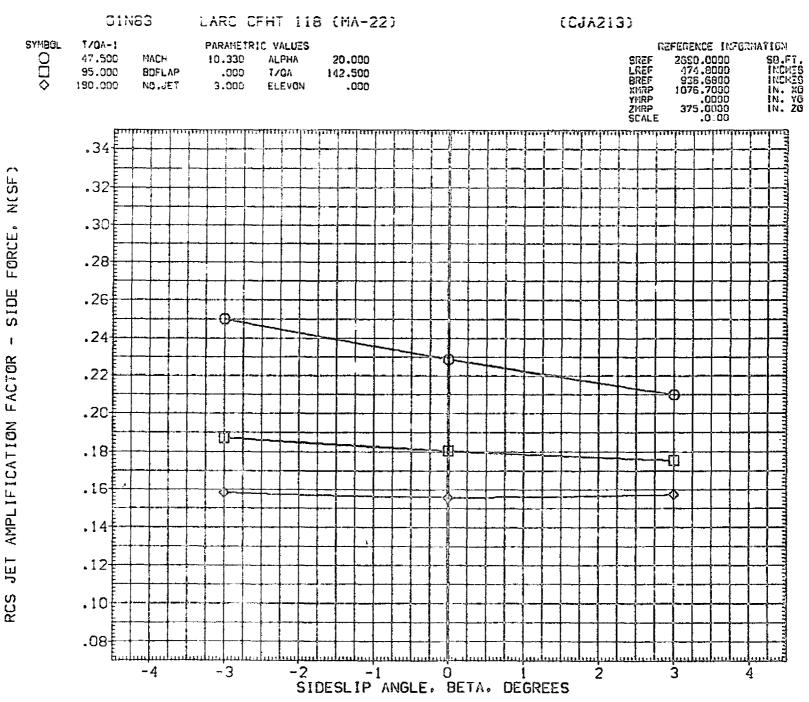


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

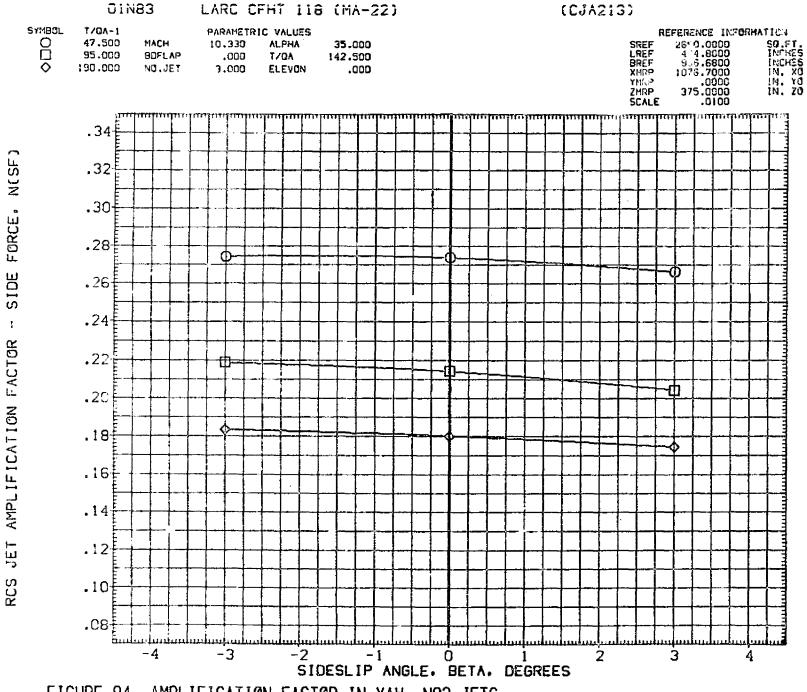


FIGURE 84. AMPLIFICATION FACTOR IN YAW, N83 JETS

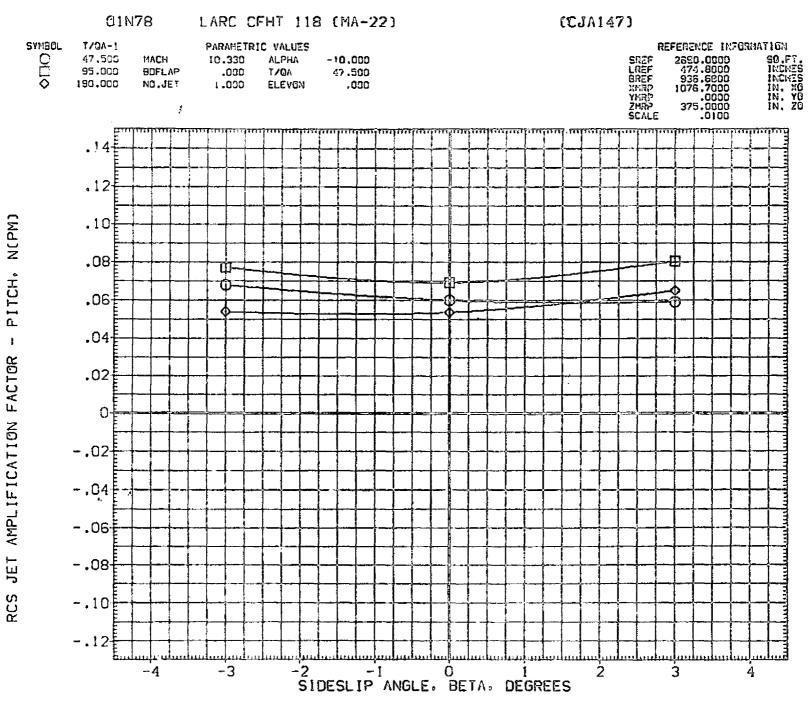


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

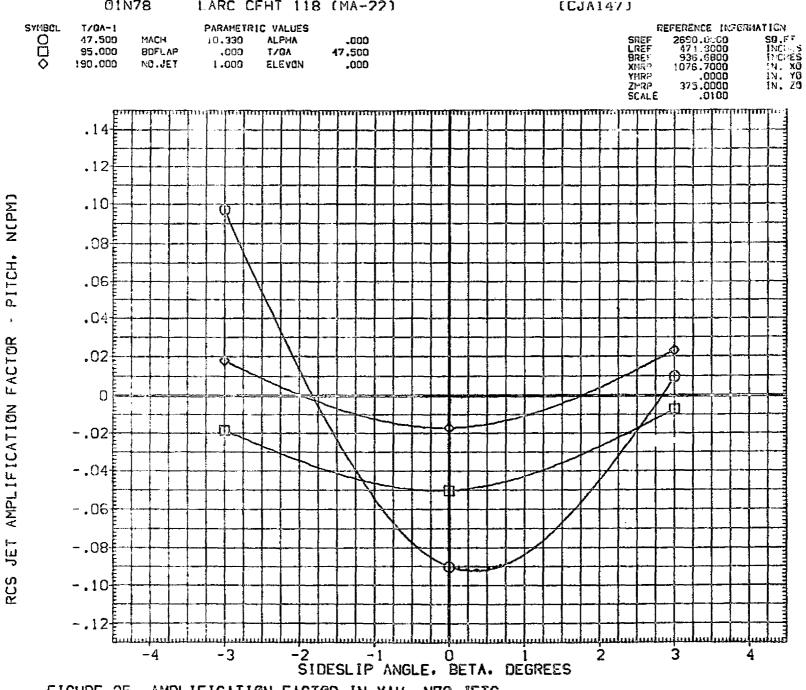


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

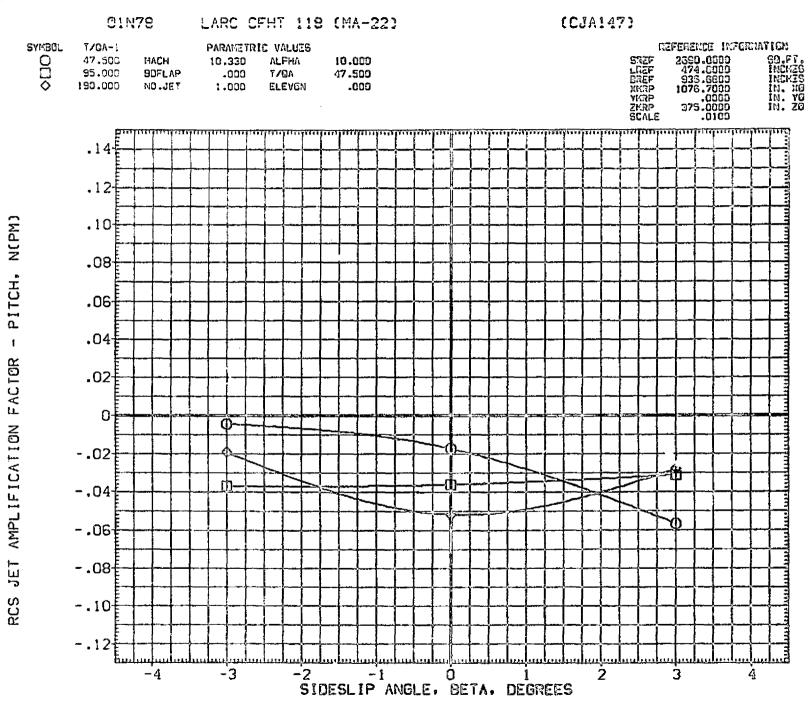


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

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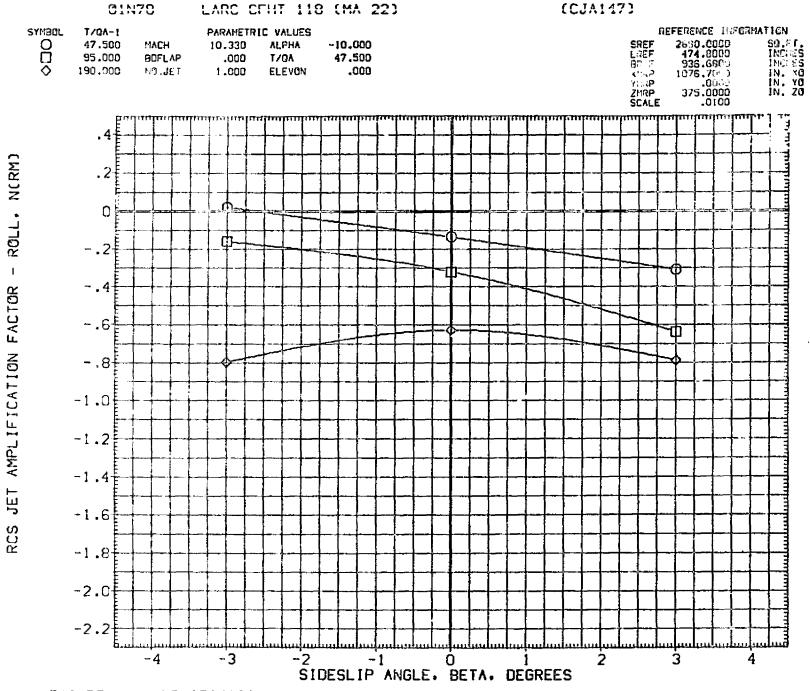


FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

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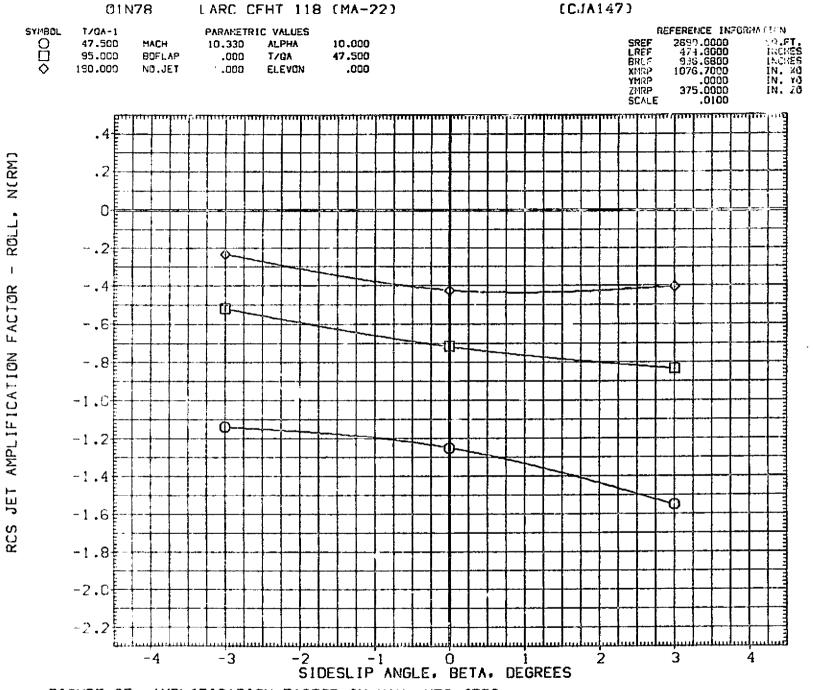


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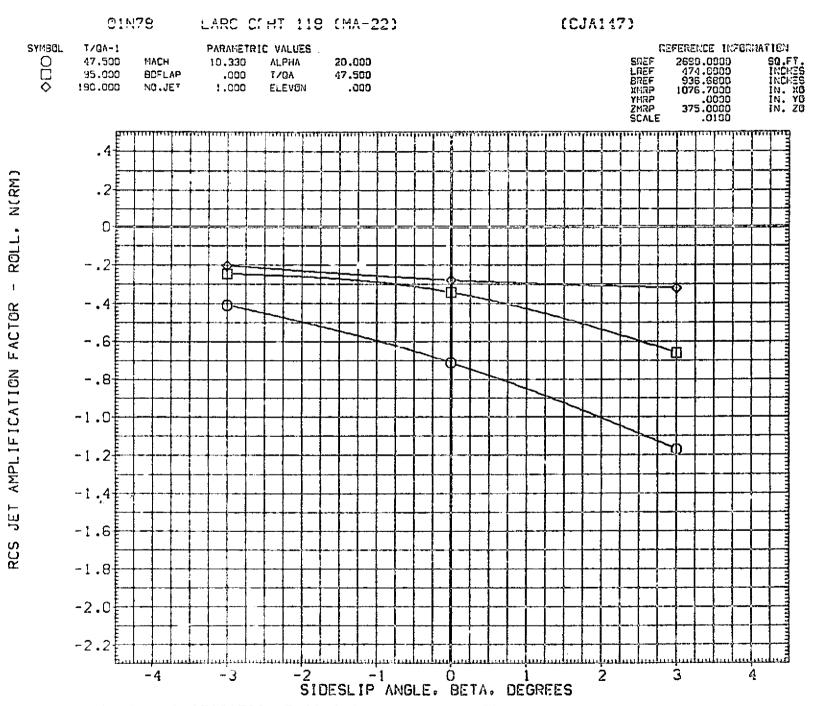


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

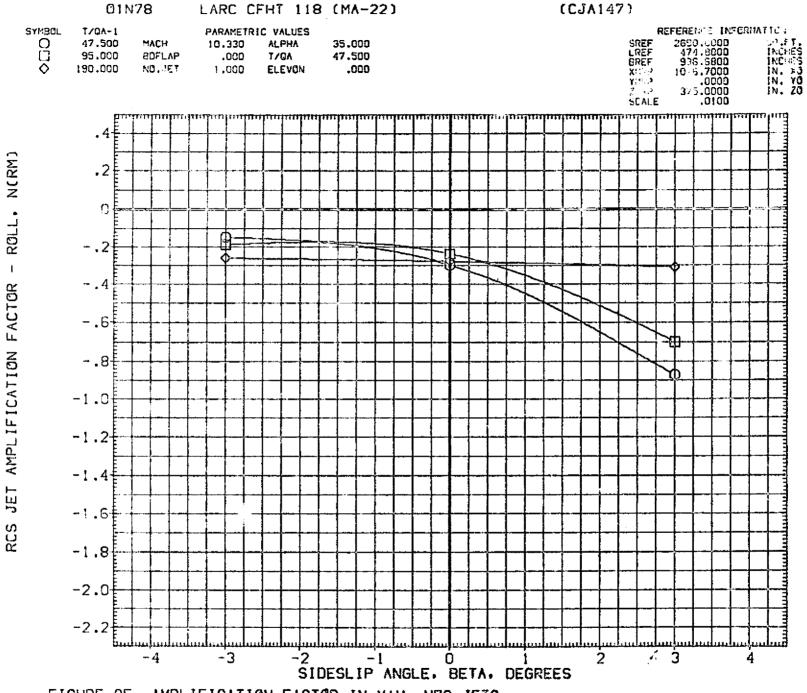


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

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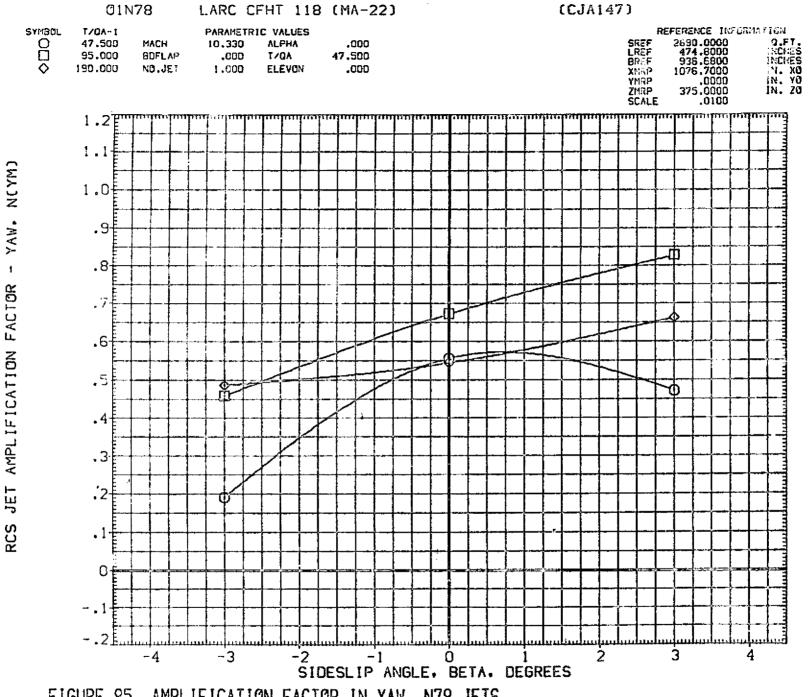


FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

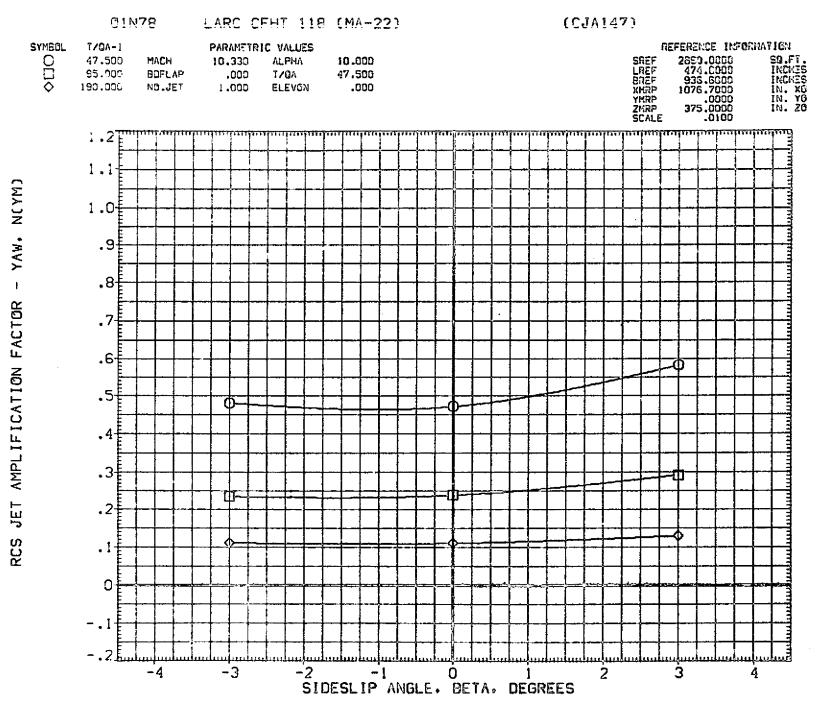


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

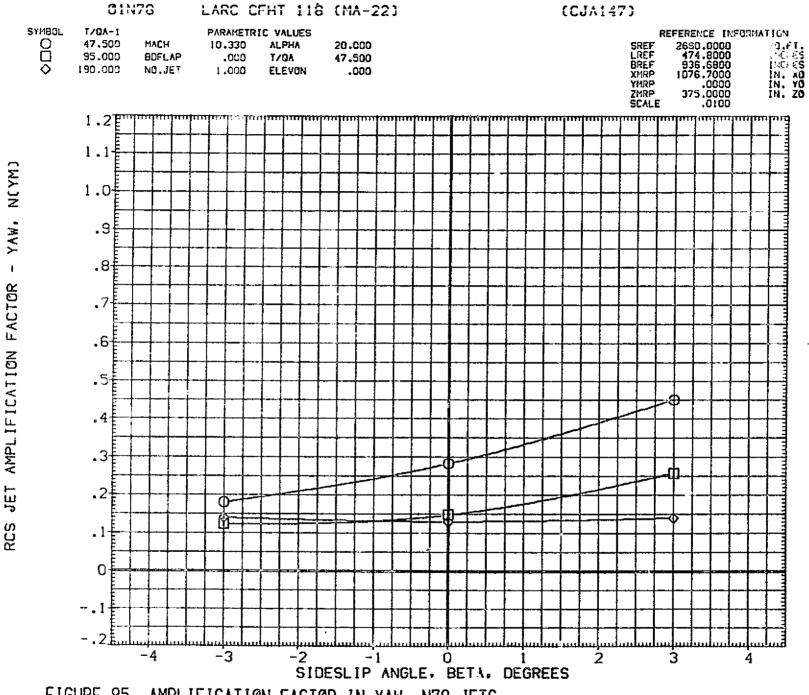


FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

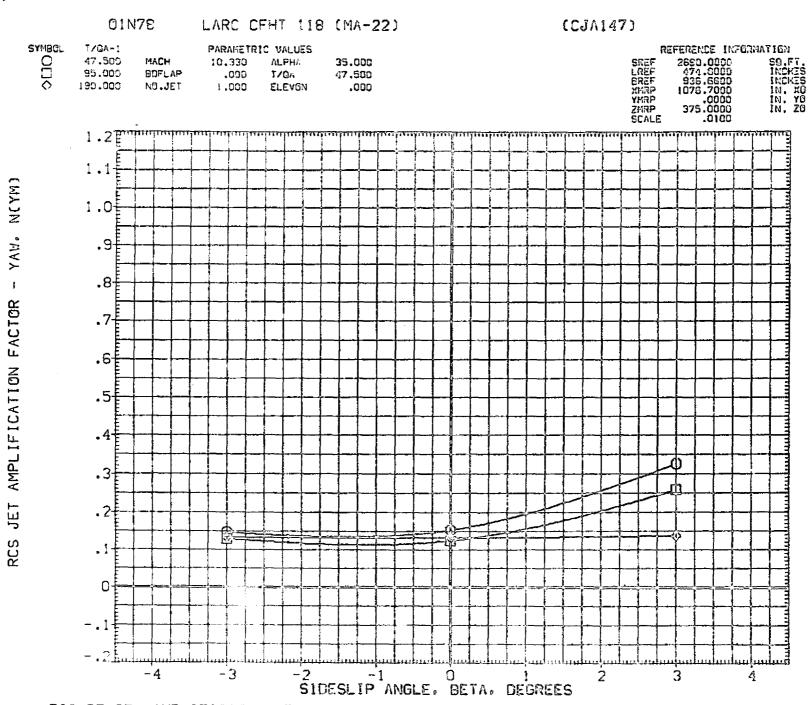


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

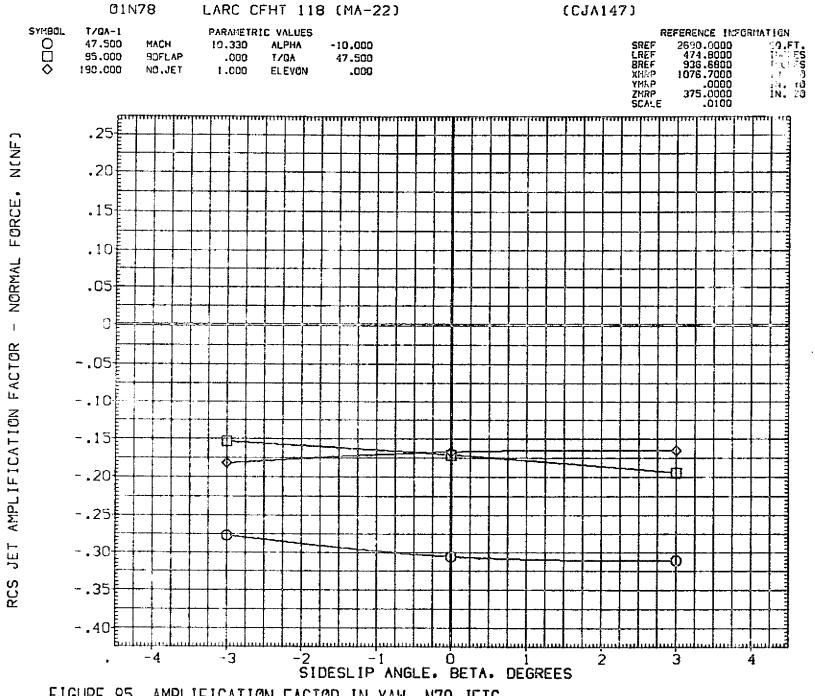


FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

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FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

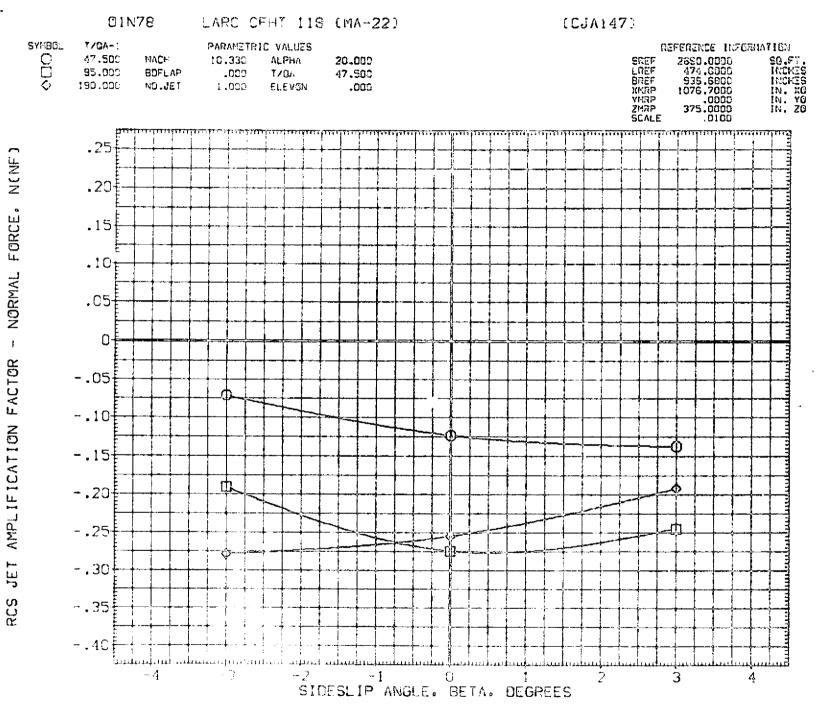


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

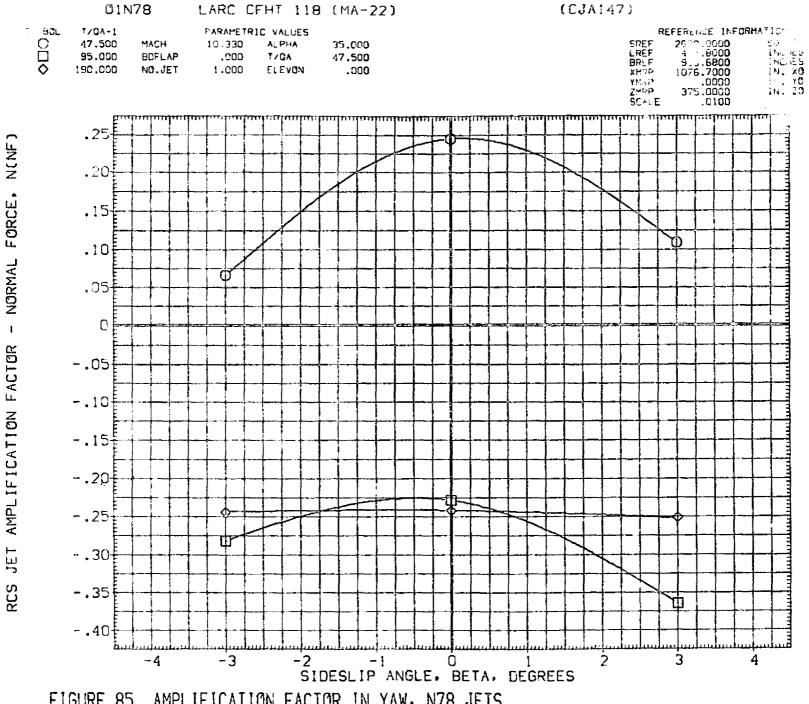


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

PAGE 1655

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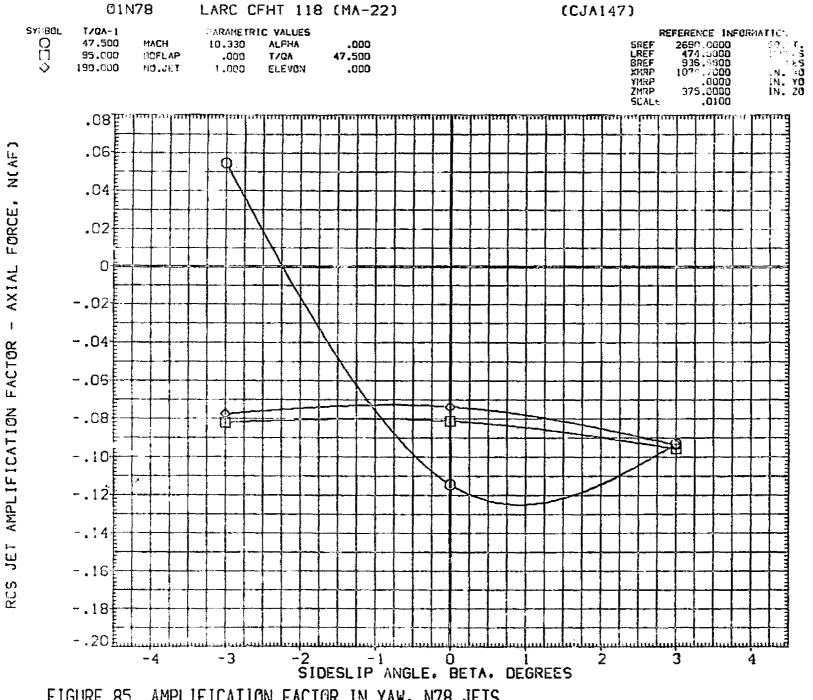


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

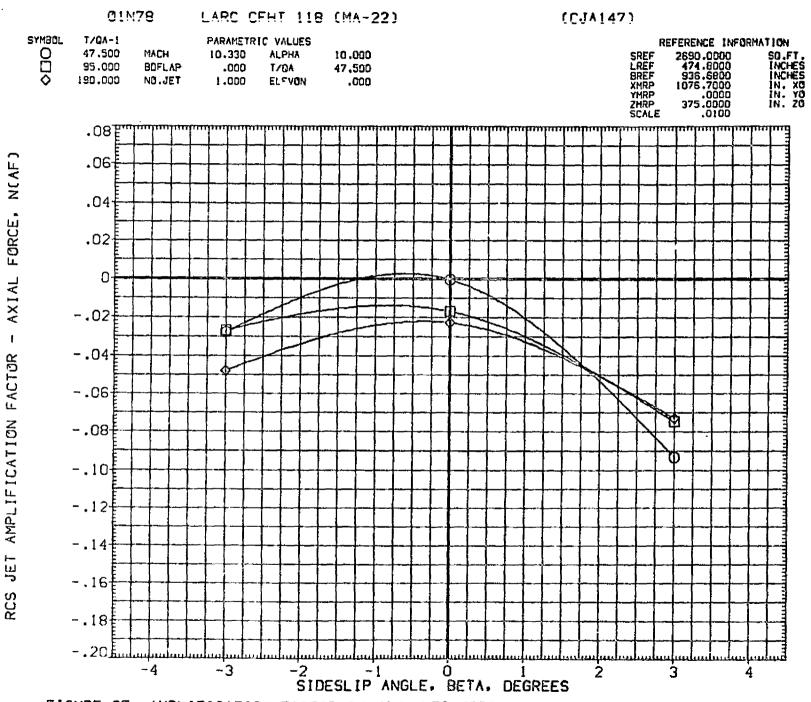


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

PAGE 1658.

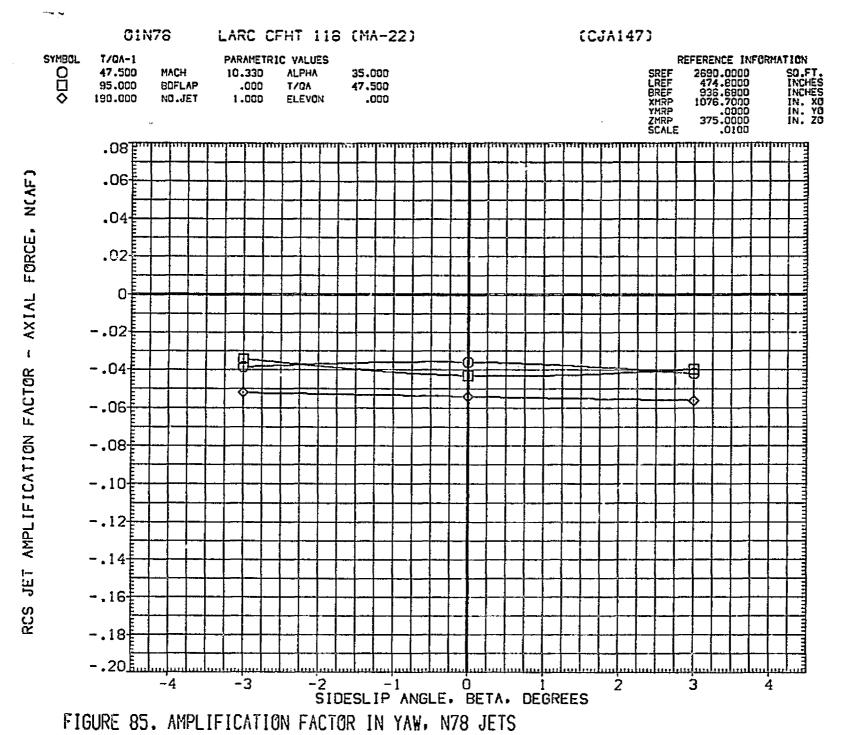


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

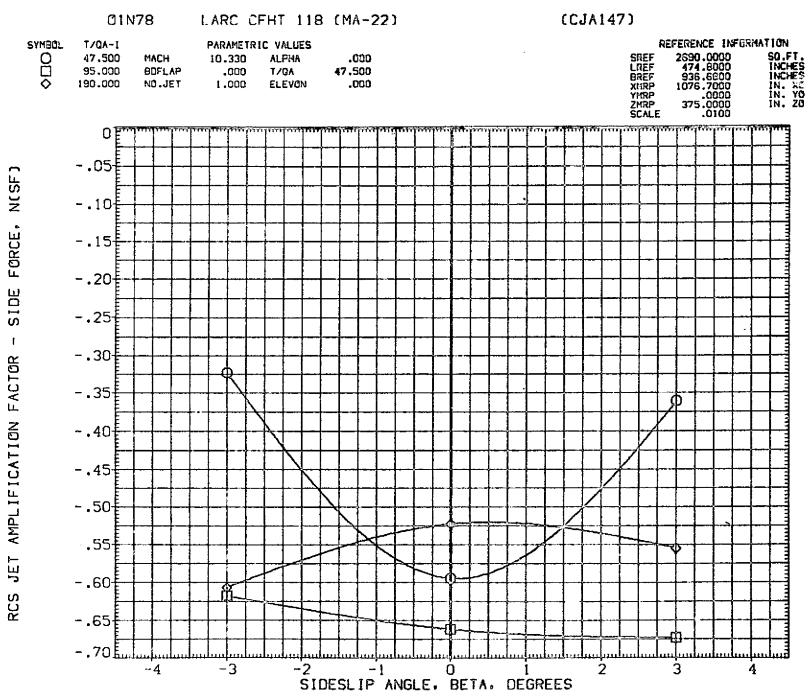


FIGURE 85. AMPLIFICATION FACTOR IN YAW. N78 JETS

FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

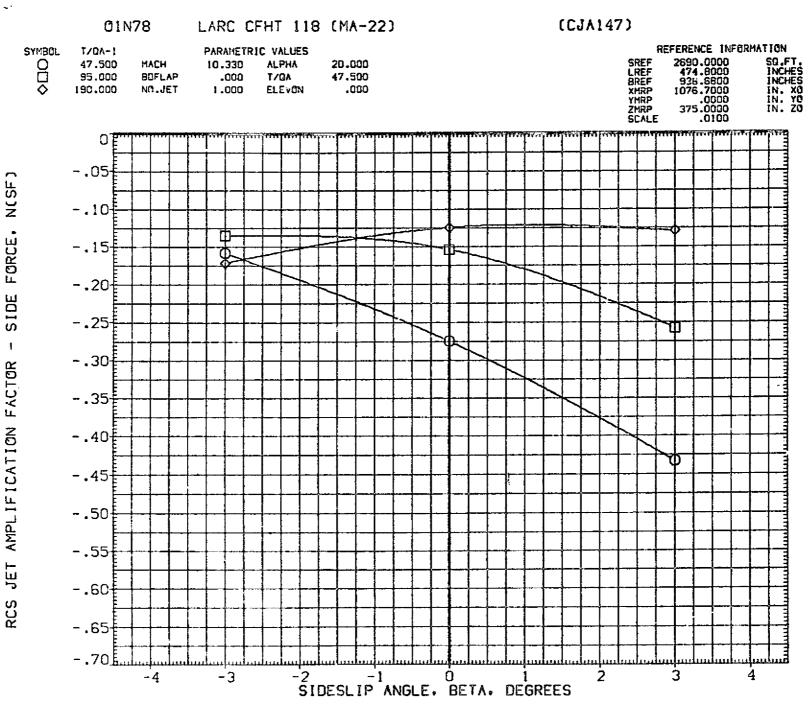


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

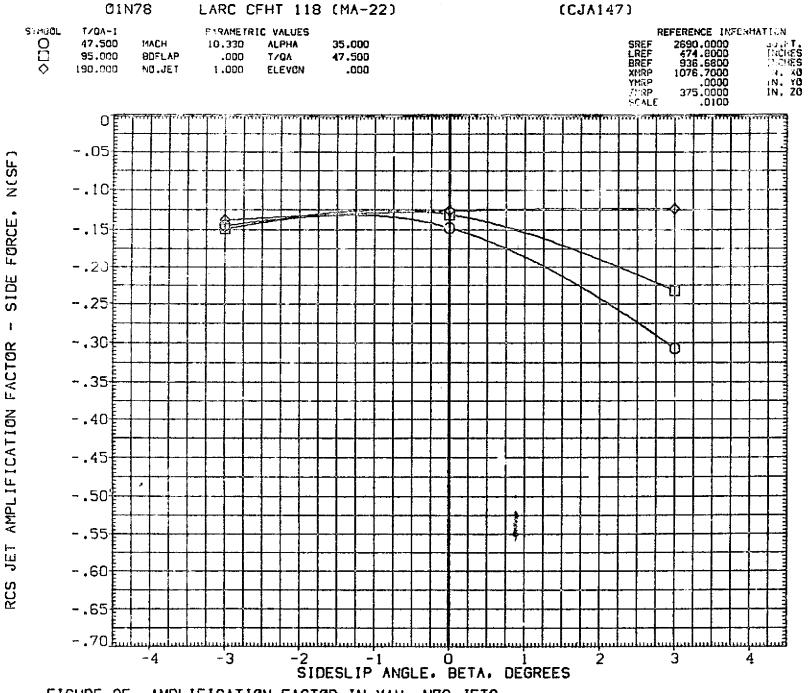


FIGURE 85. AMPLIFICATION FACTOR IN YAW, N78 JETS

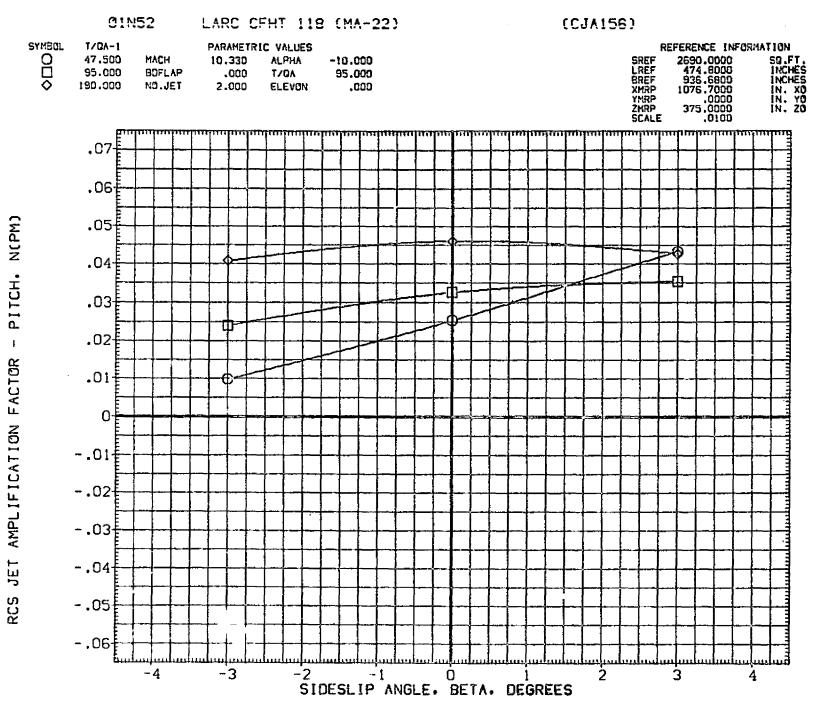


FIGURE 86. AMPLIFICATION FACTOR IN YAW. N52 JETS

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FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

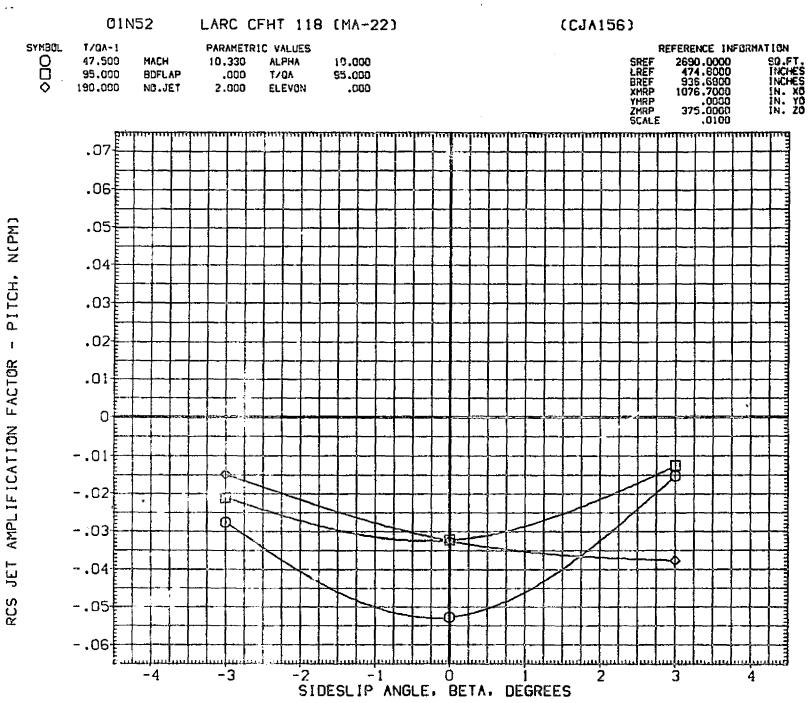


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

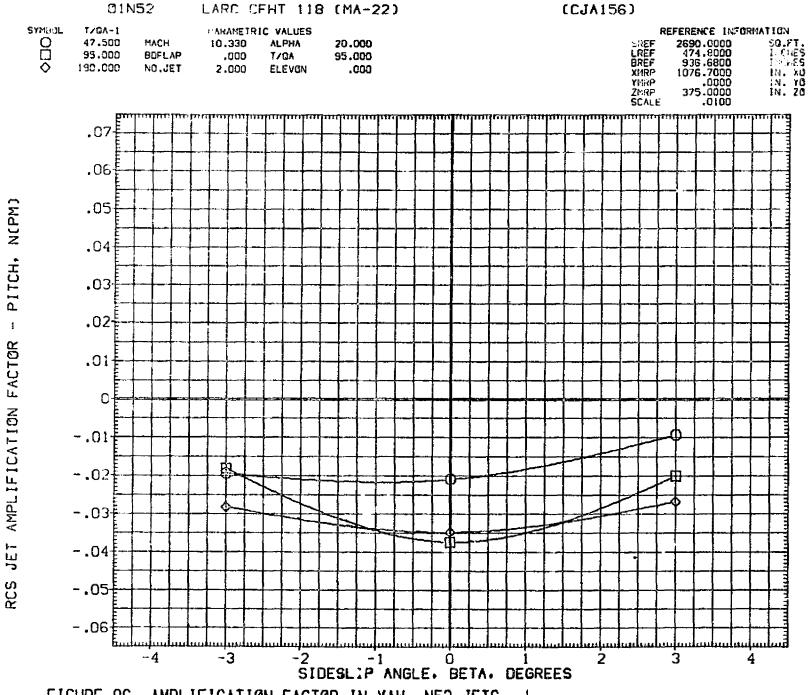


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

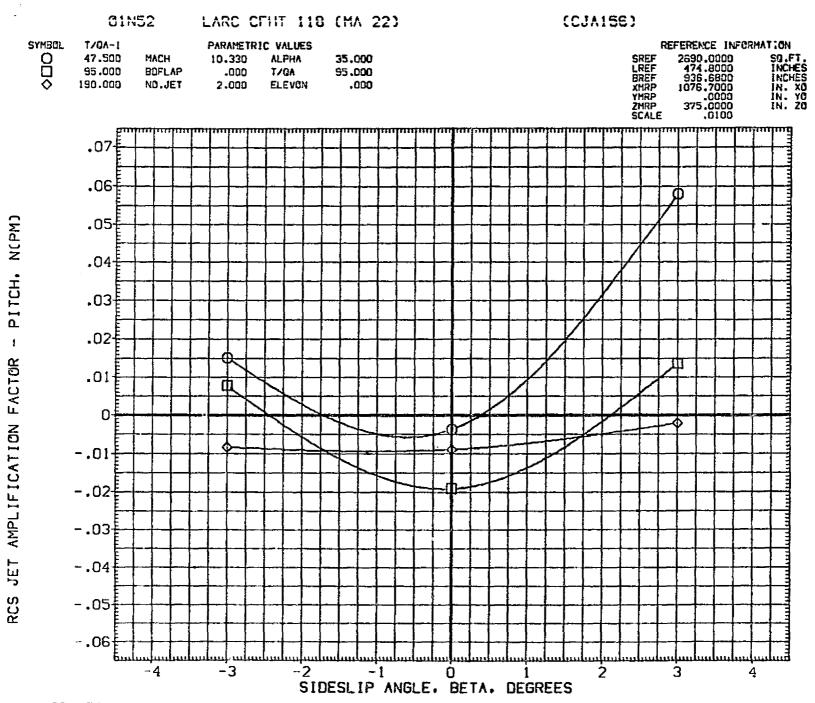


FIGURE 86. AMPLIFICATION FACTOR IN YAW. N52 JETS

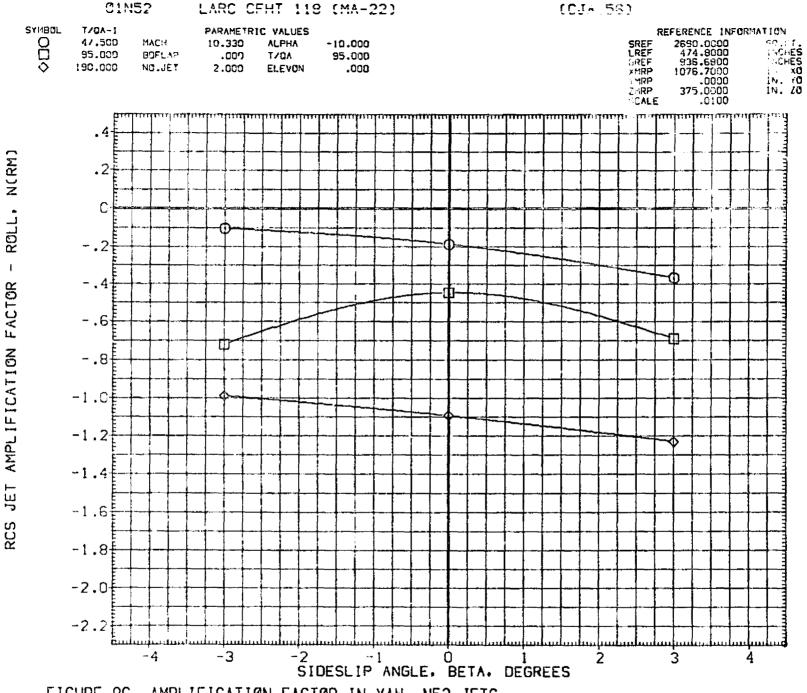


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

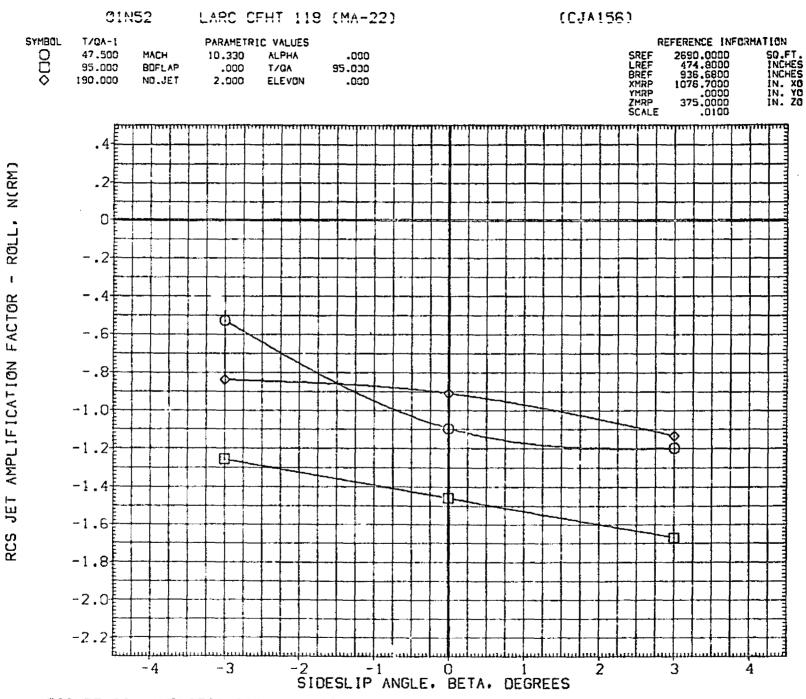


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

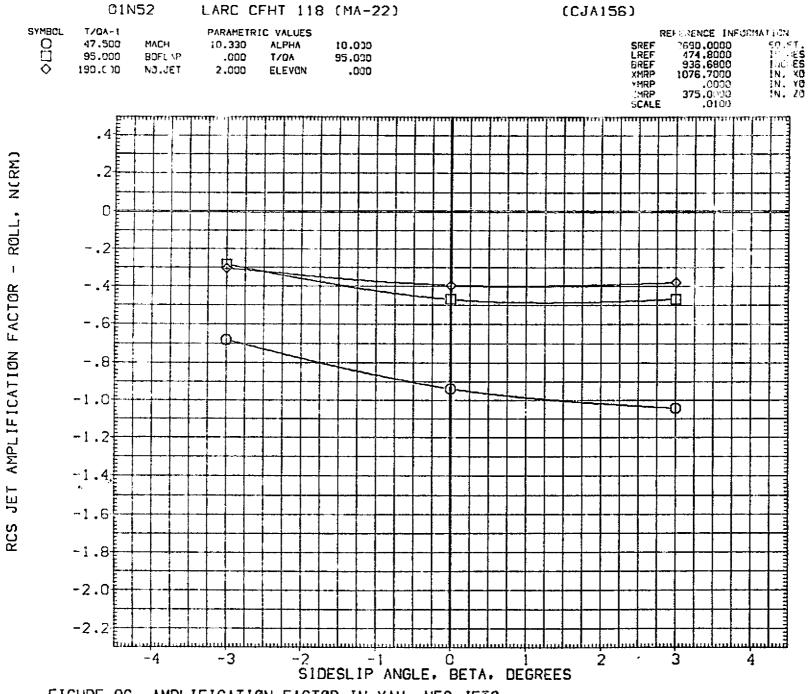


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

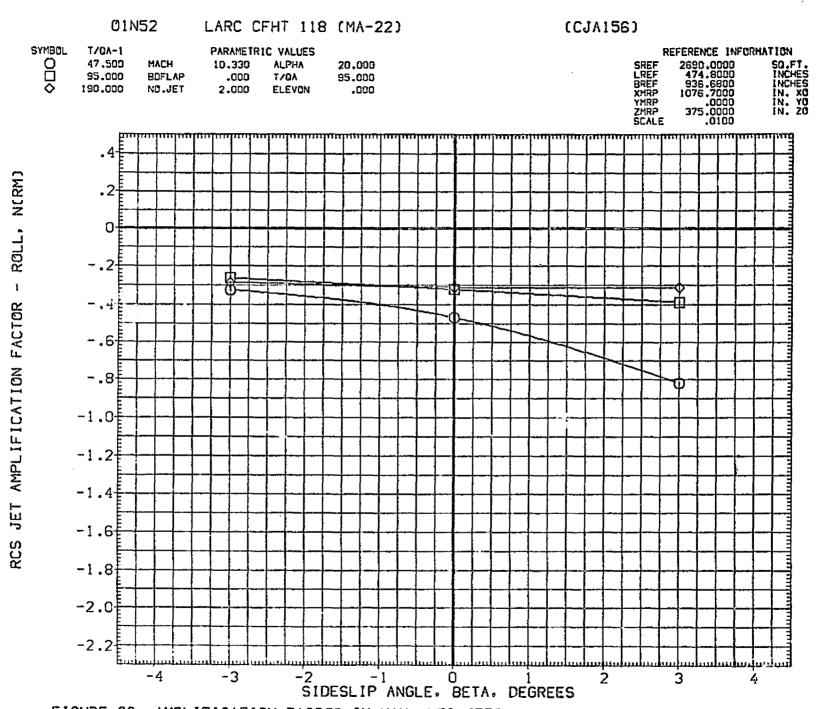


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

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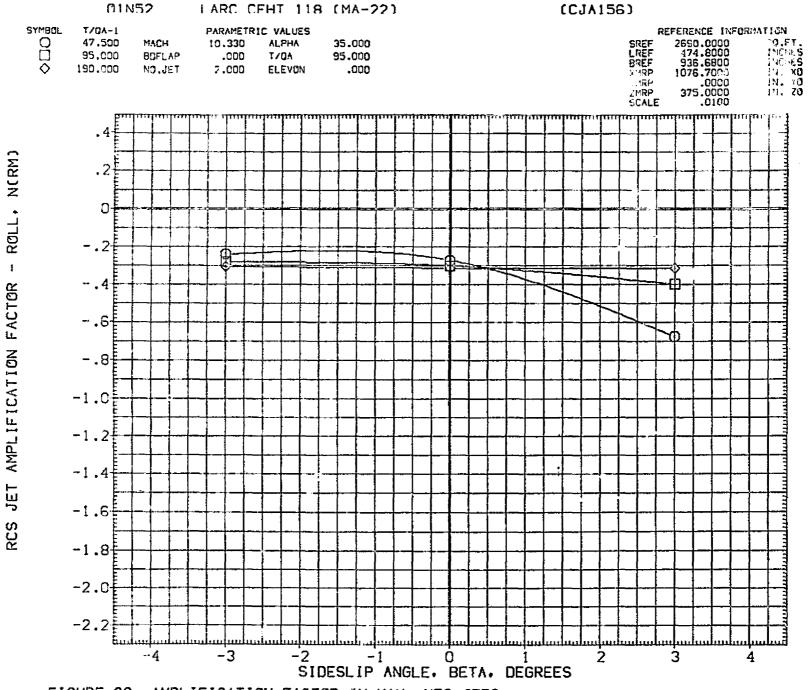


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

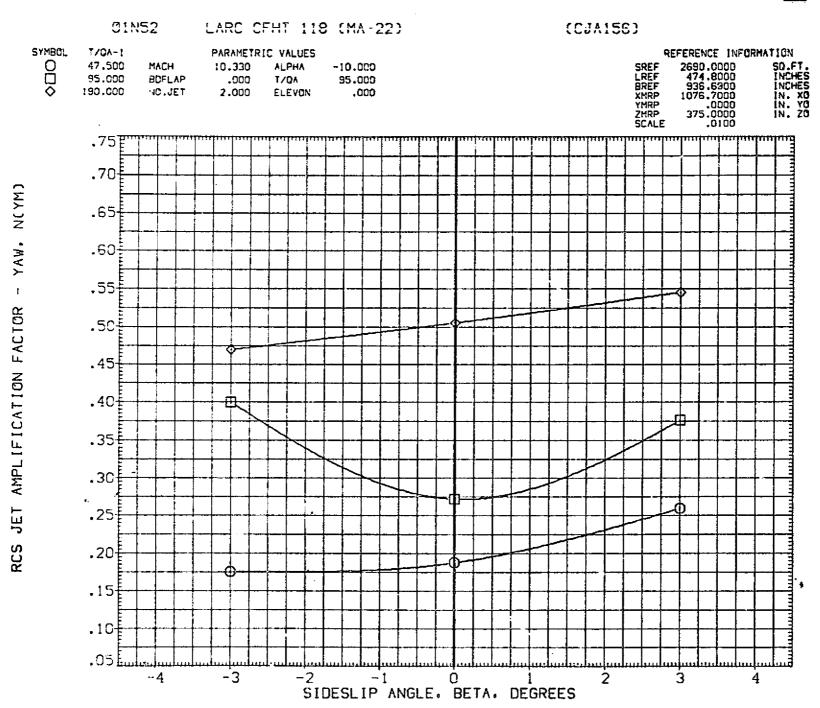


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

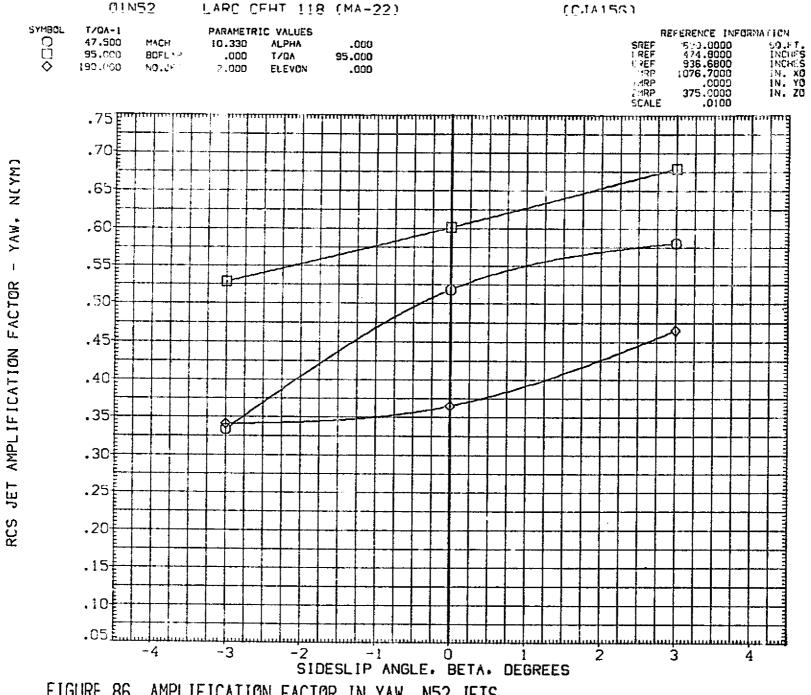


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

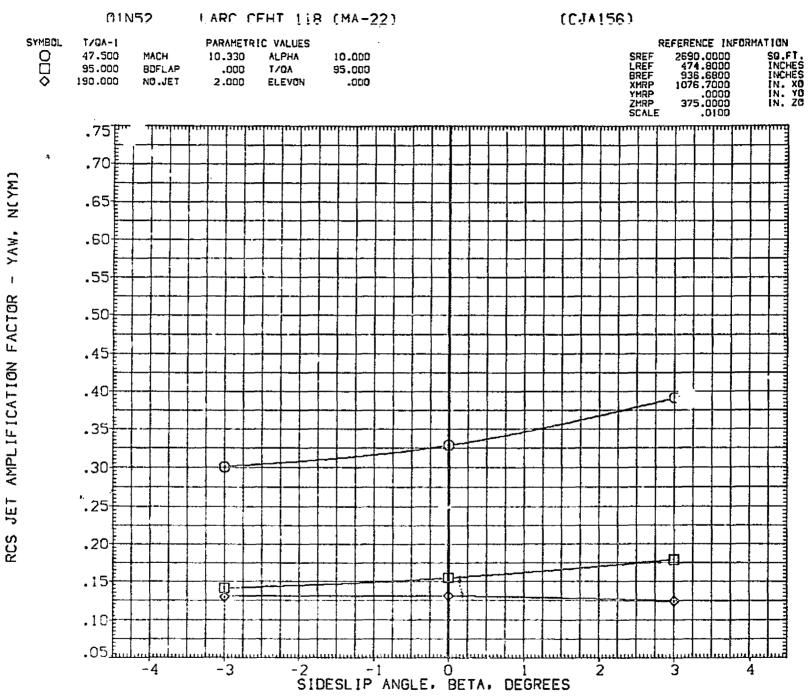


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

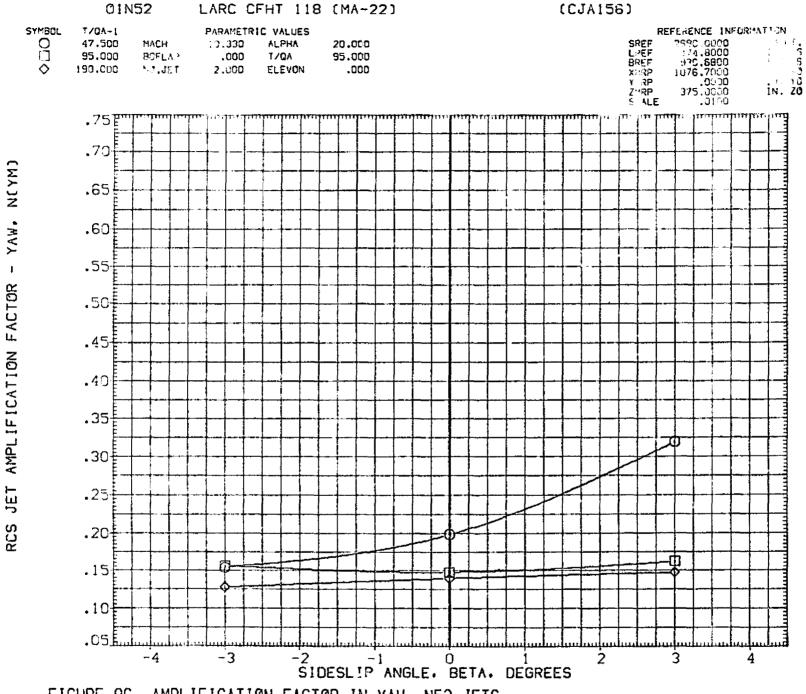


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

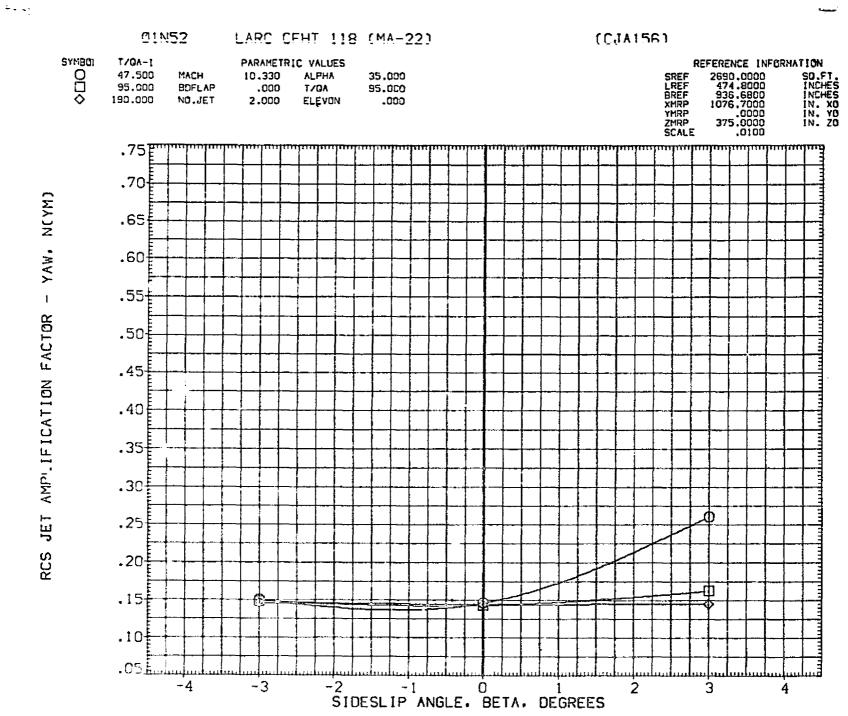


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

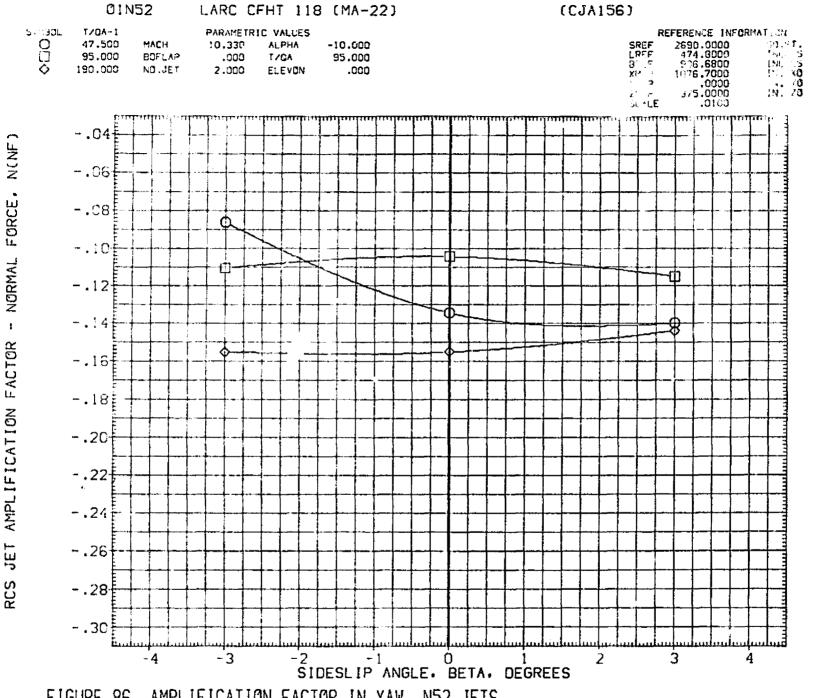
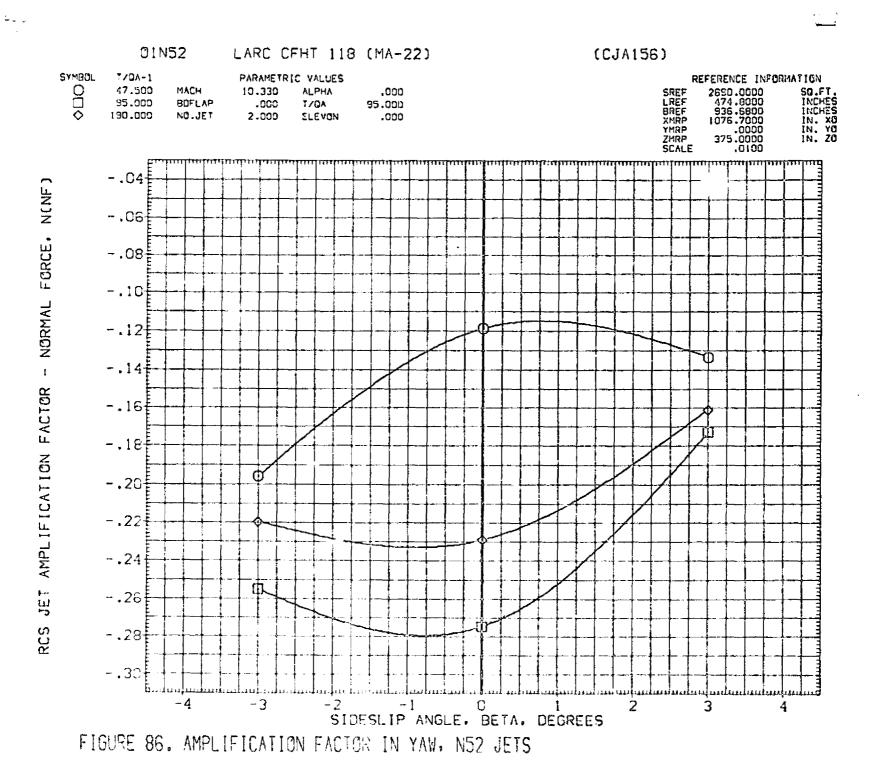


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS



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FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

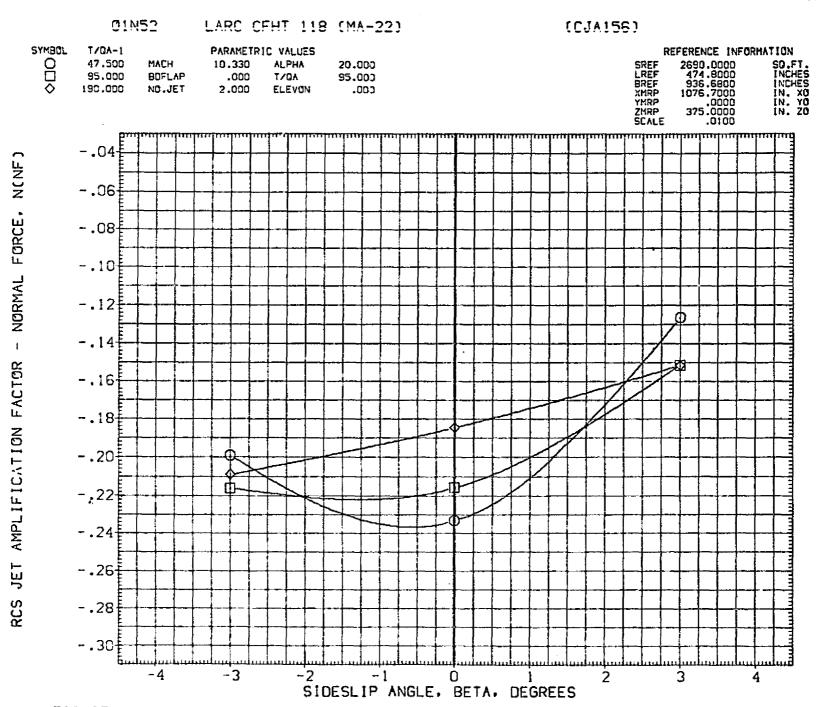


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

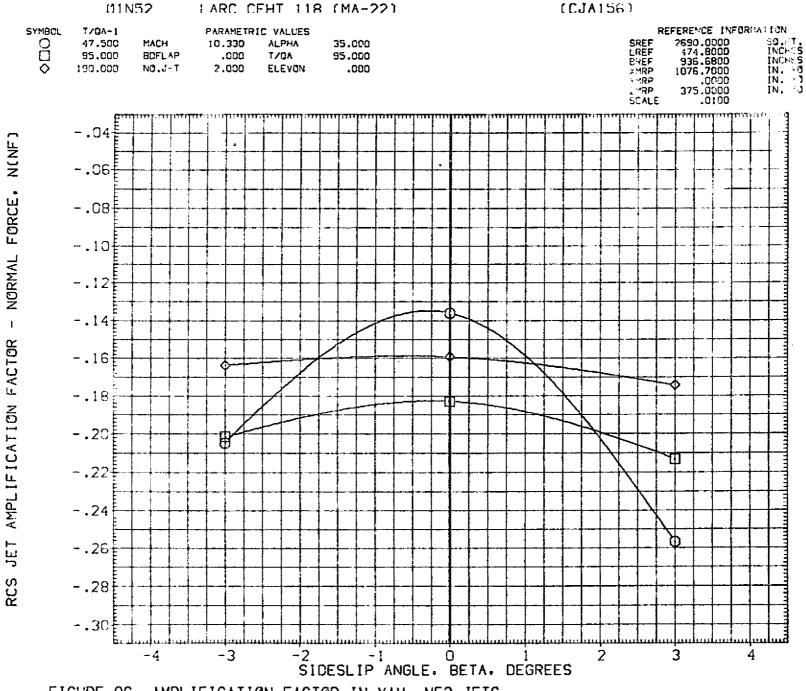


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

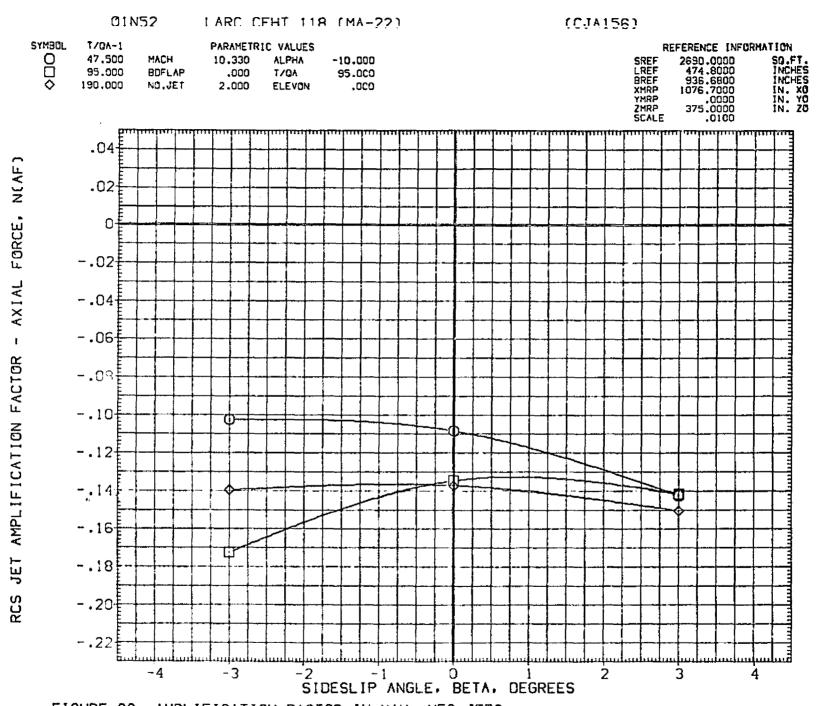


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

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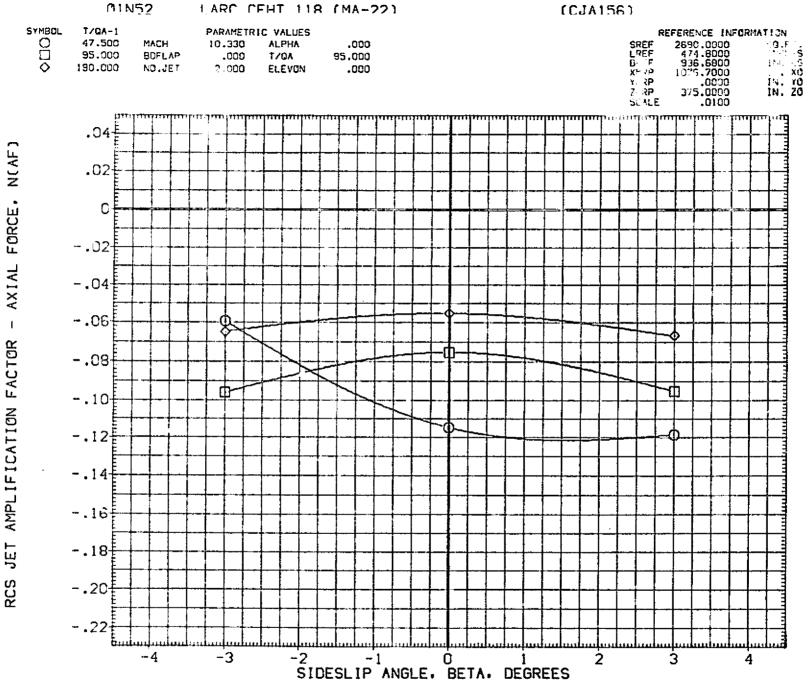


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

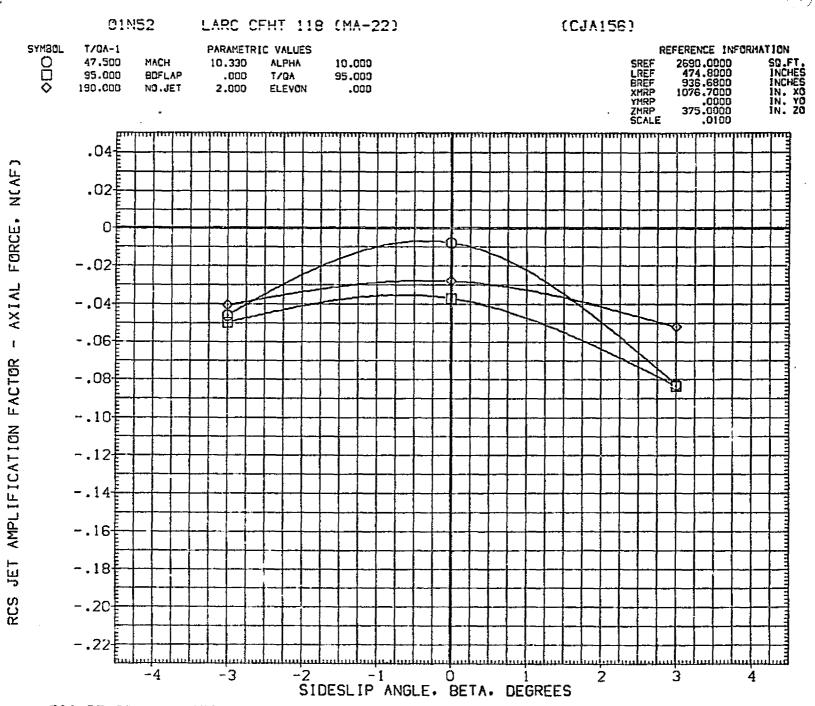


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

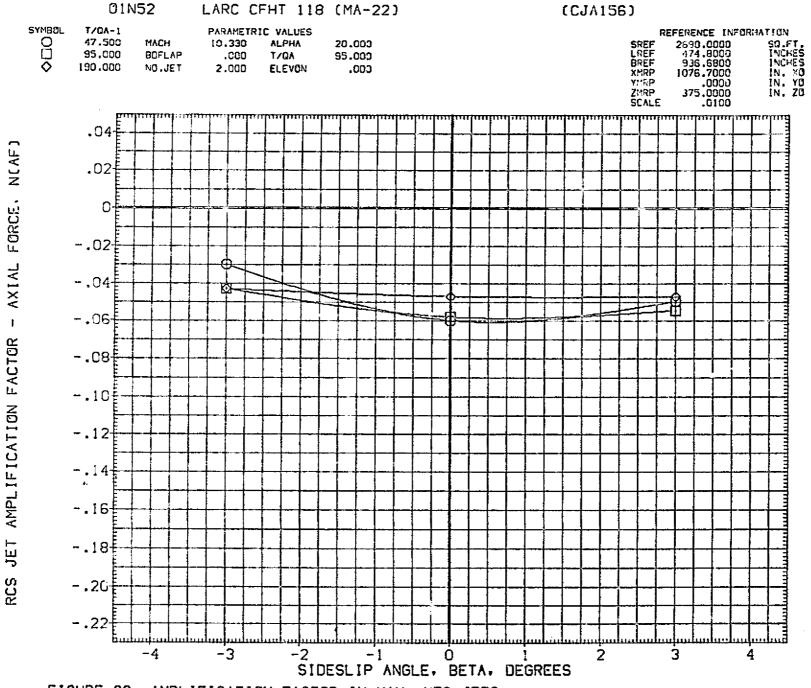


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

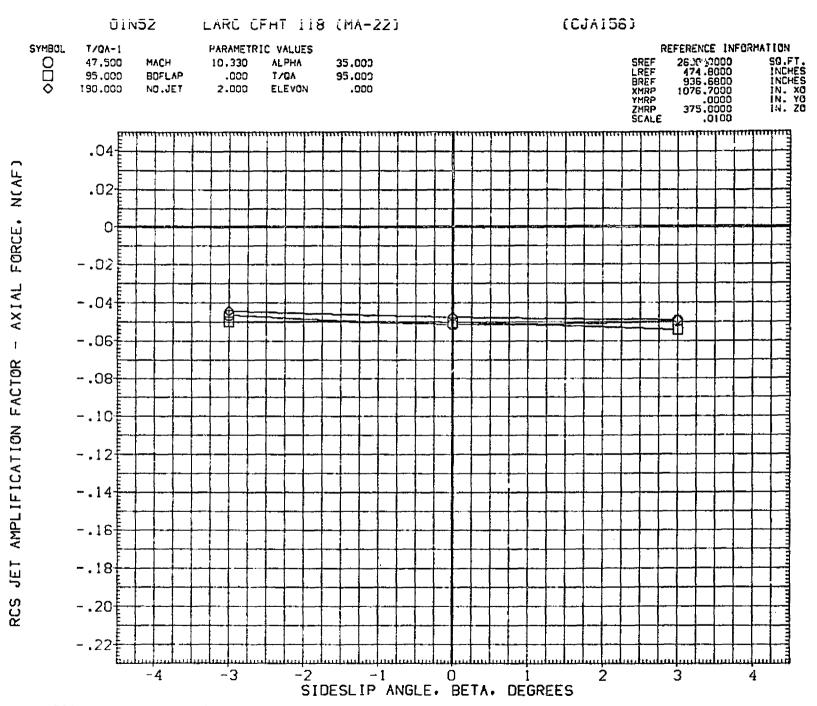


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS



FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

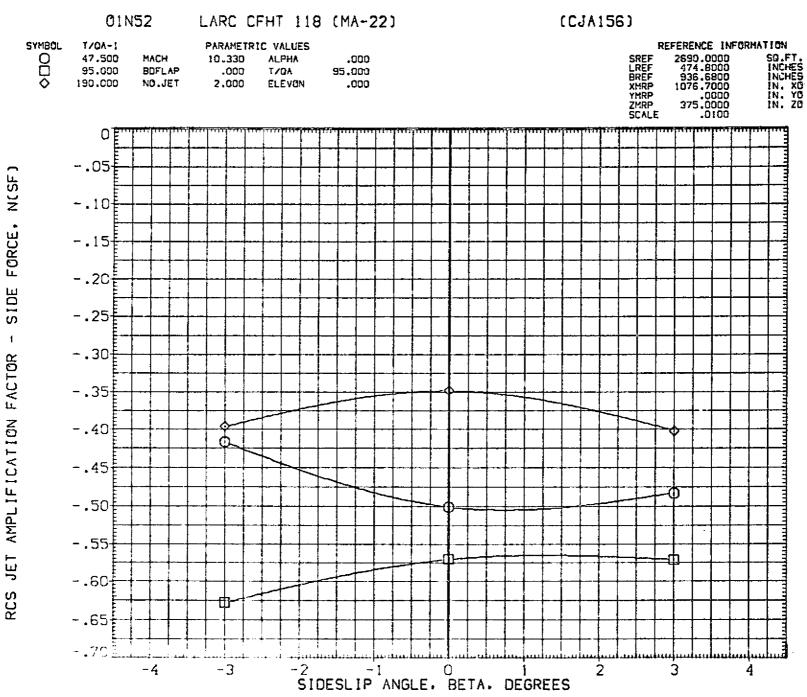


FIGURE 86. AMPLIFICATION FACTOR IN YAW. N52 JETS

FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

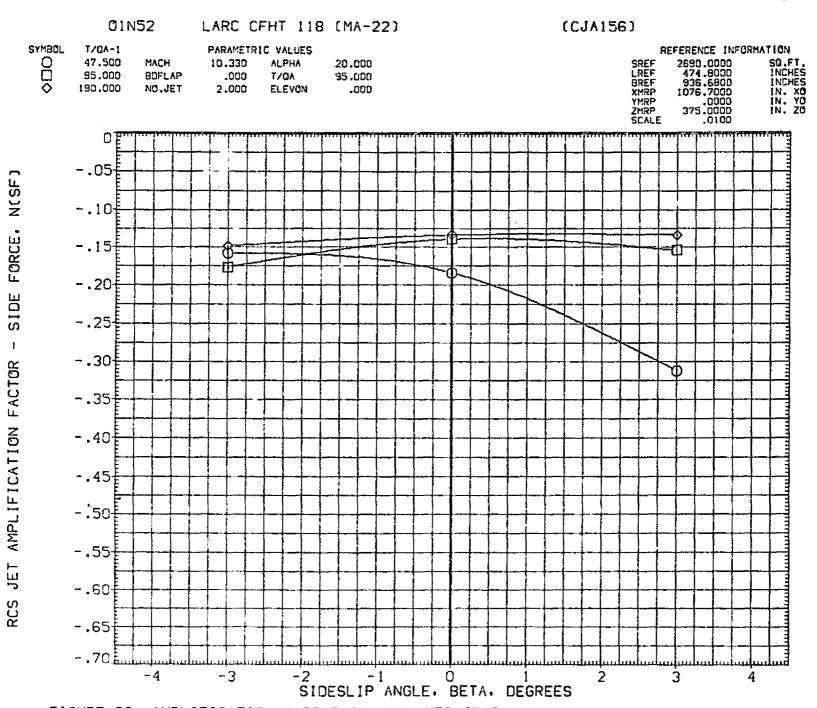


FIGURE 86. AMPLIFICATION FACTOR IN YAW, N52 JETS

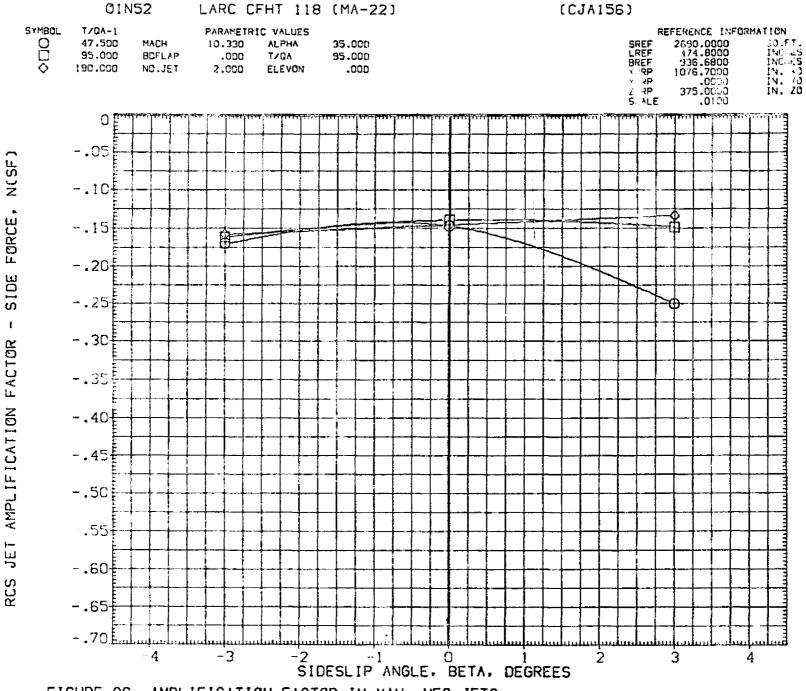


FIGURE 86. AMPLIFICATION FACTOR IN YAW. N52 JETS

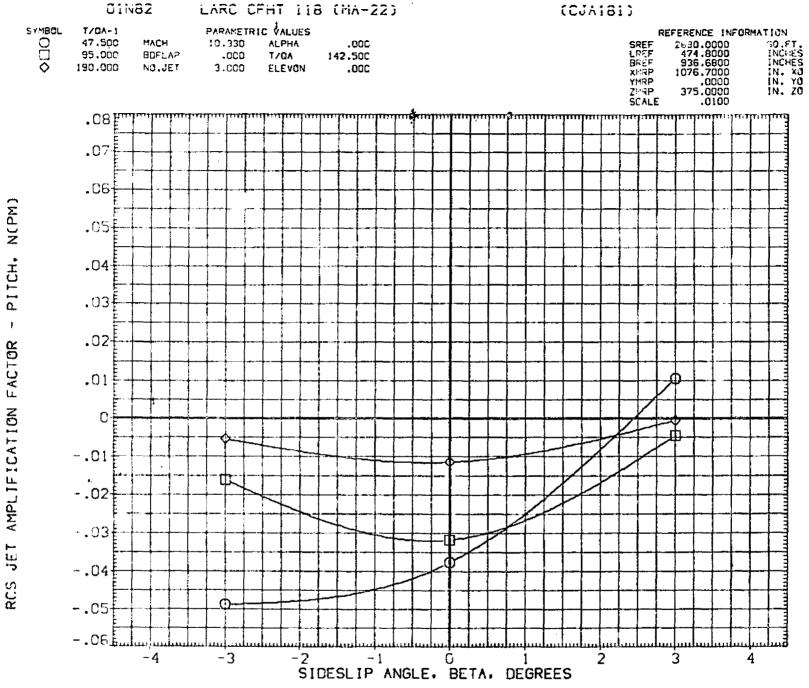


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

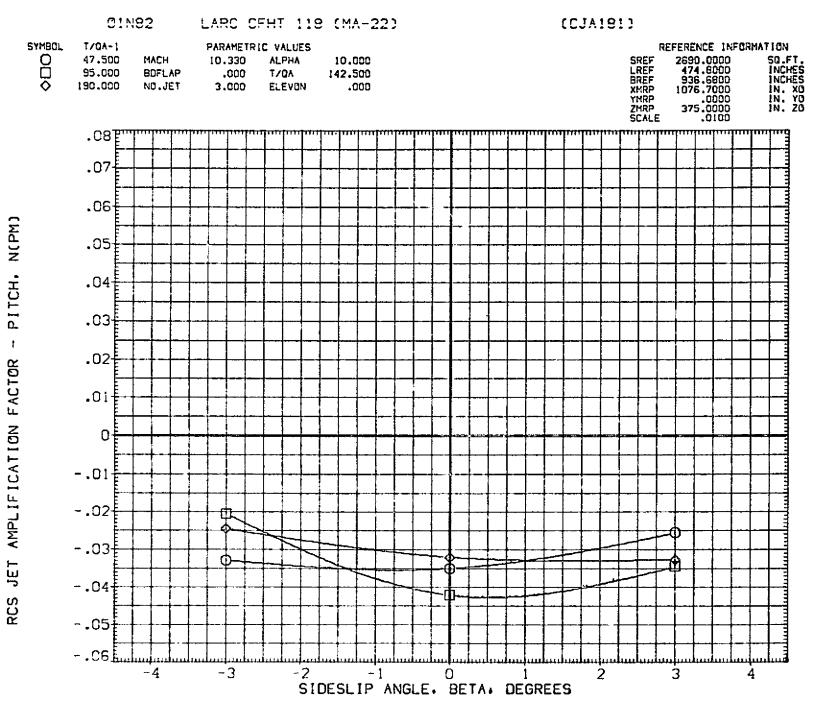


FIGURE 87. AMPLIFICATION FACTOR IN YAW. N82 JETS

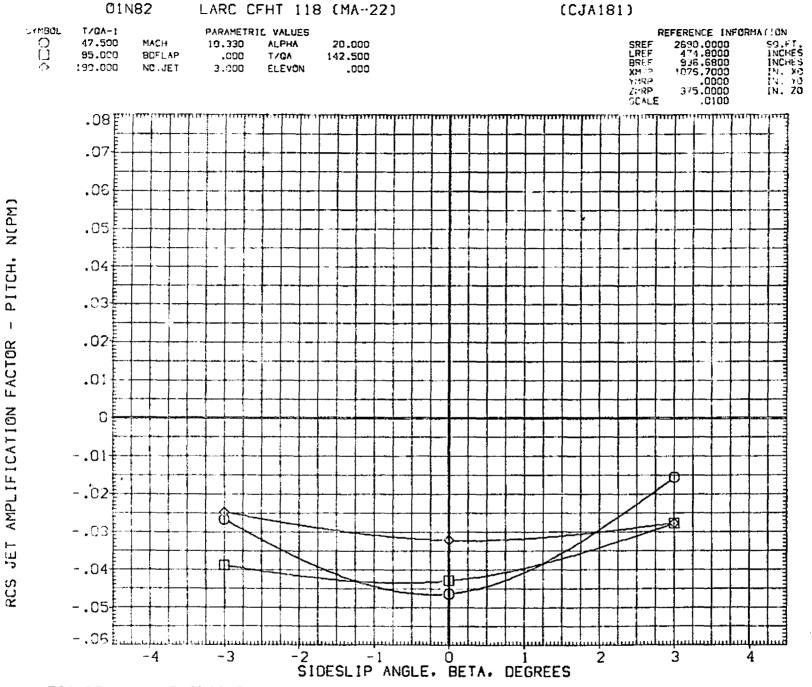


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

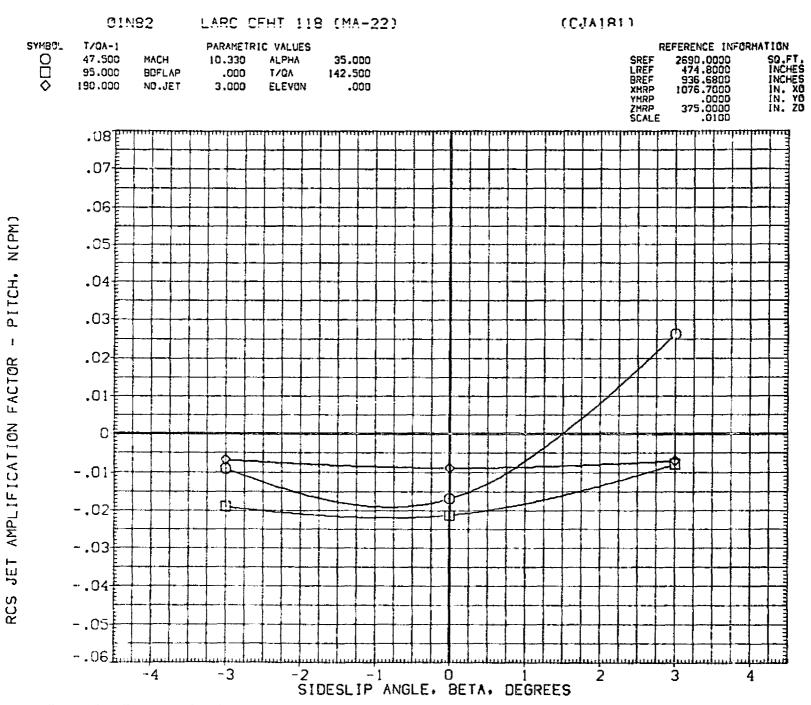


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

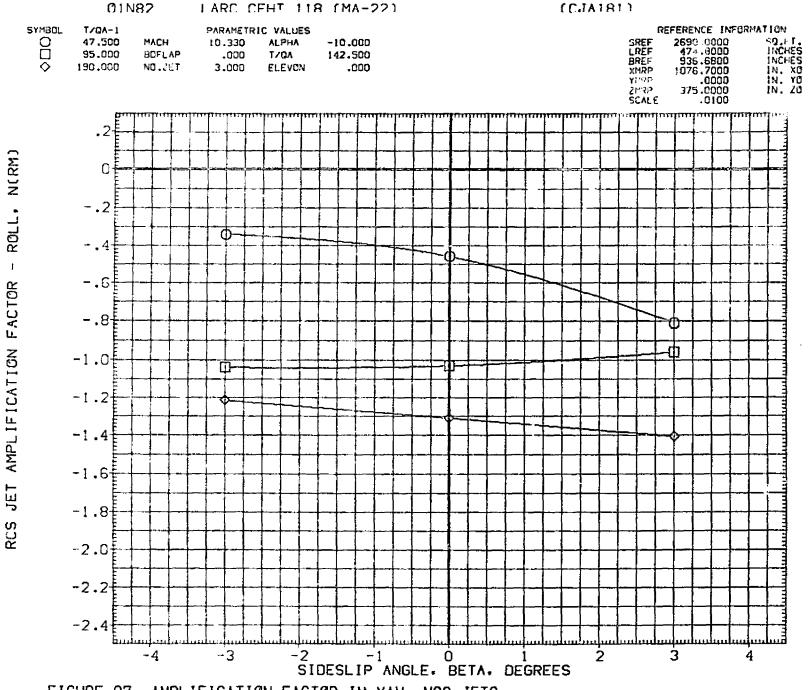


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

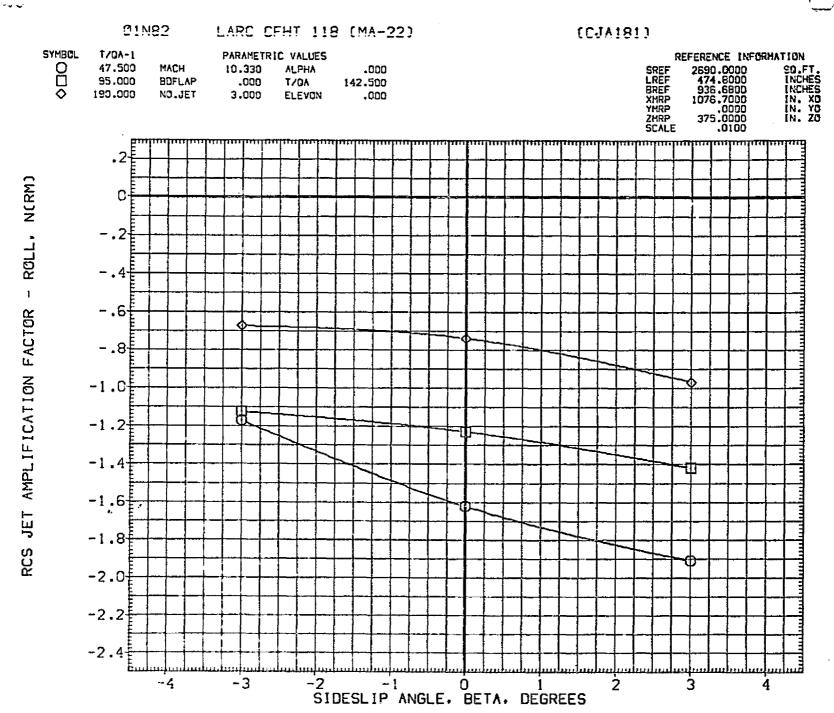


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

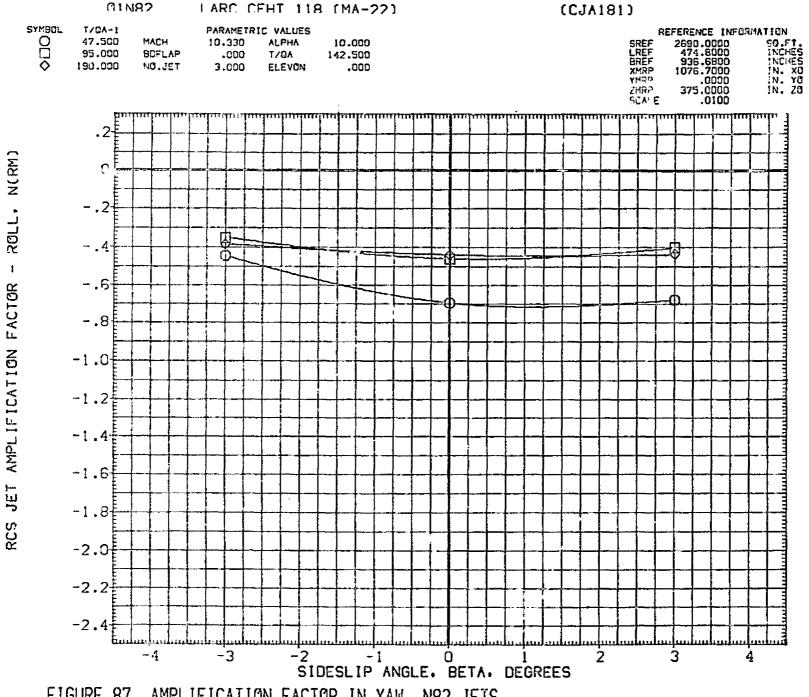


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

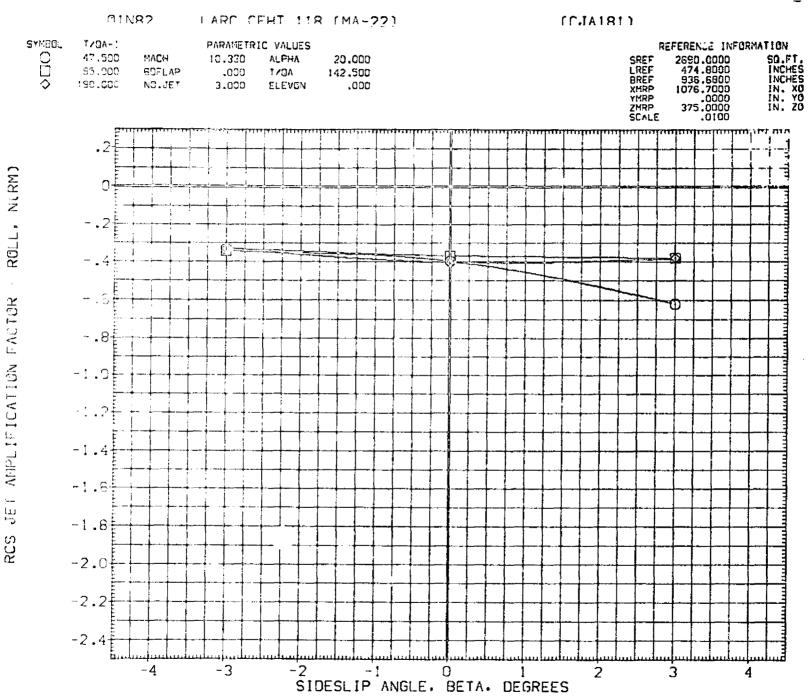


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

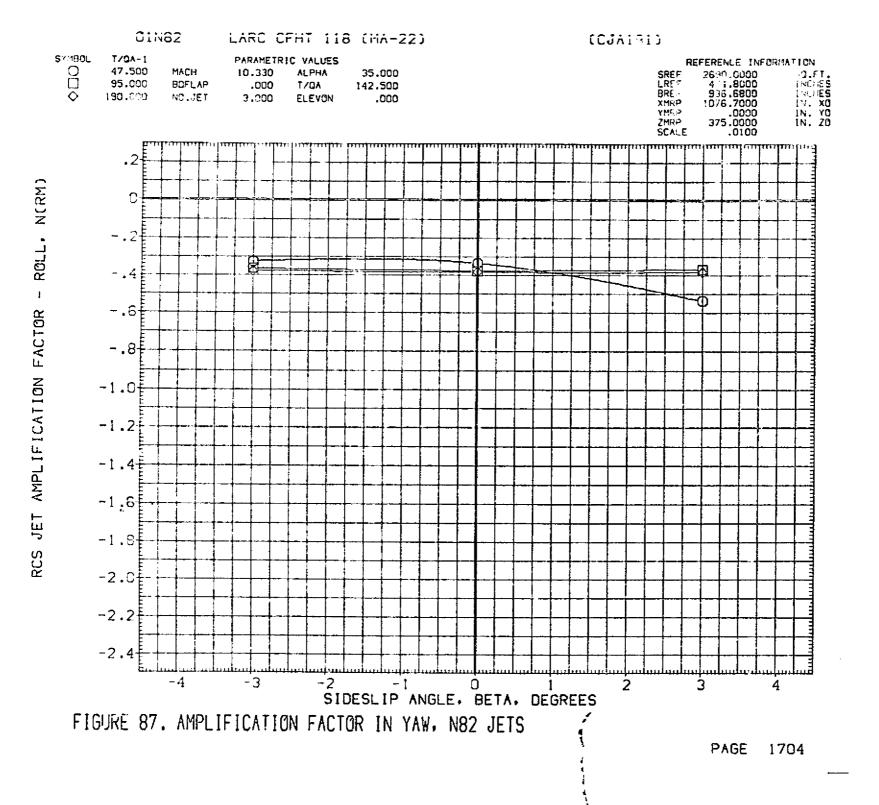


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

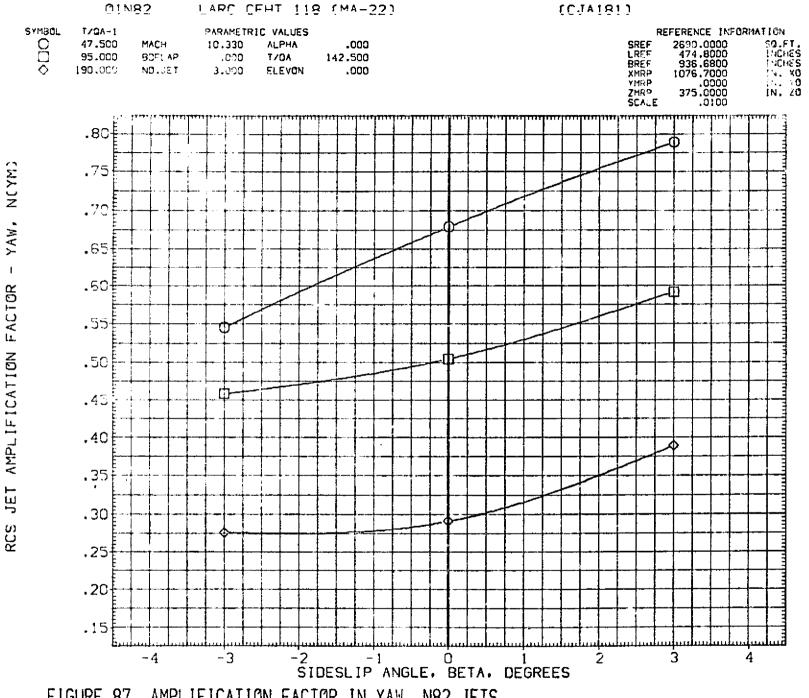


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

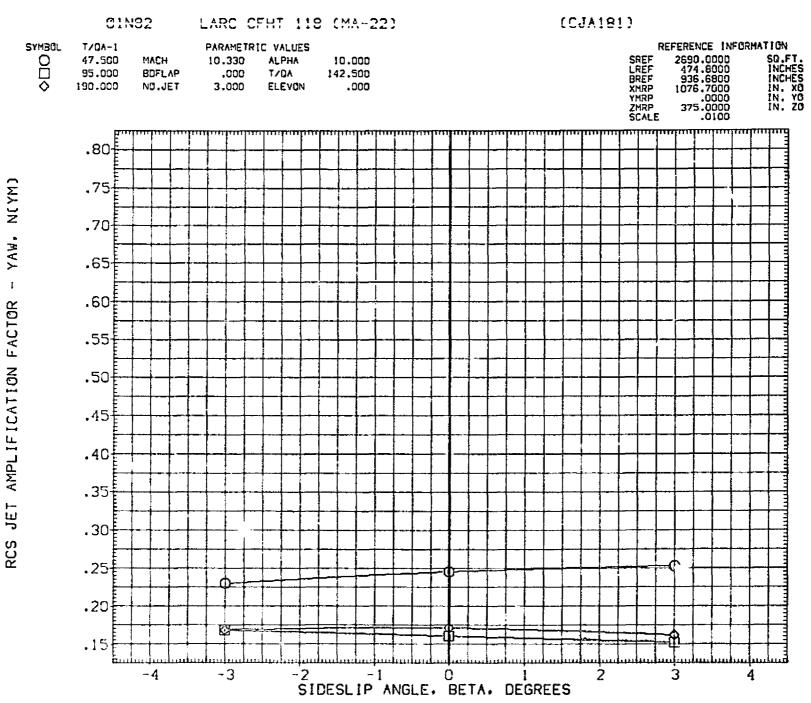


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

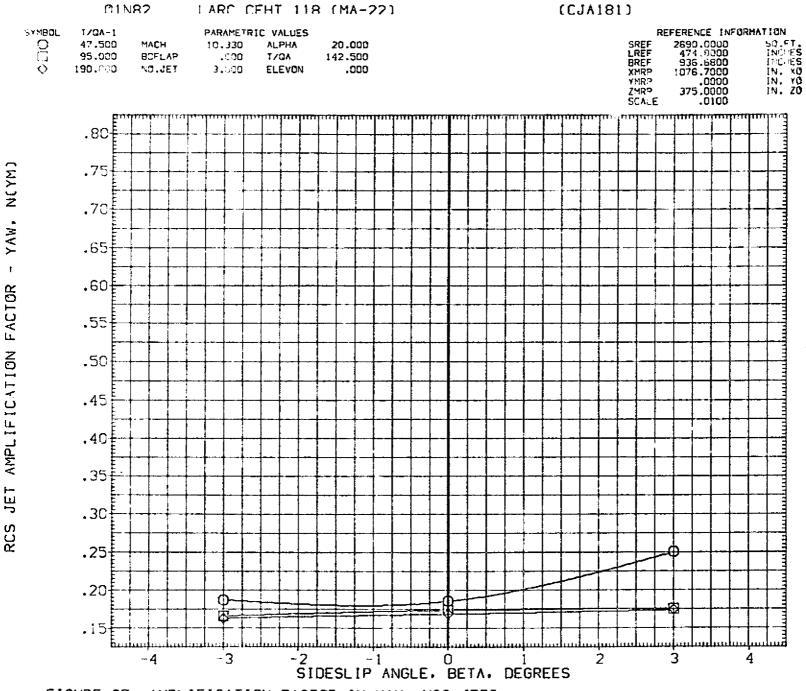


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

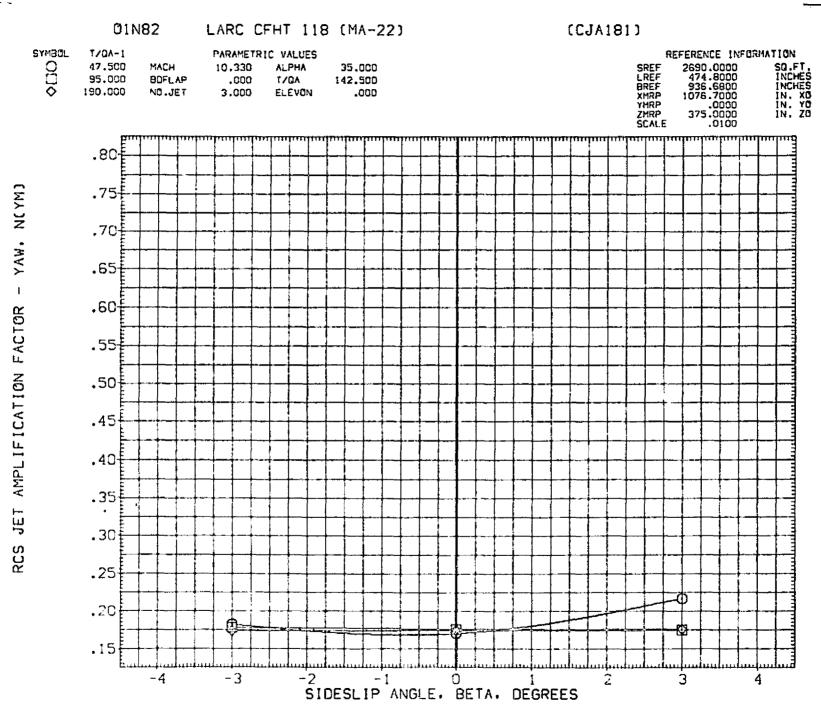


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

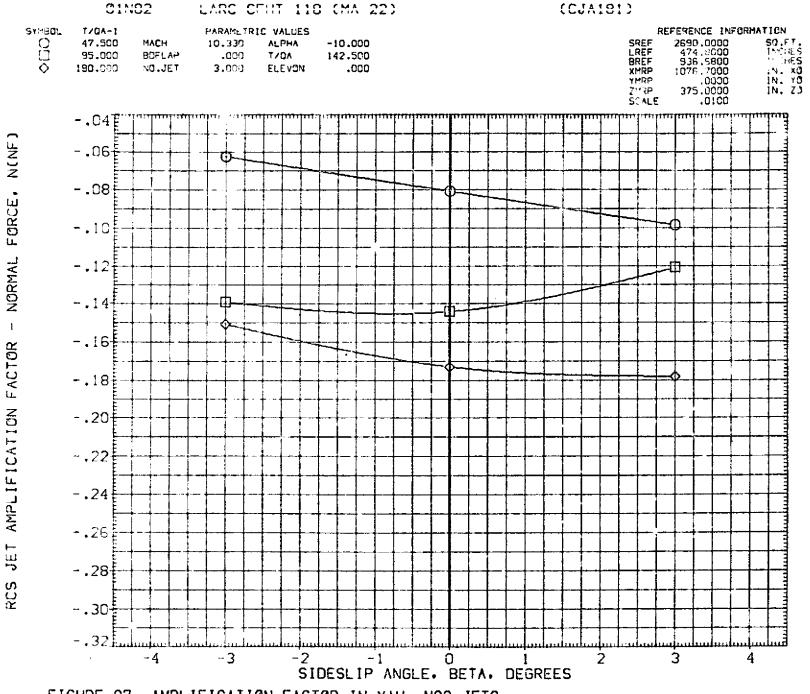


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

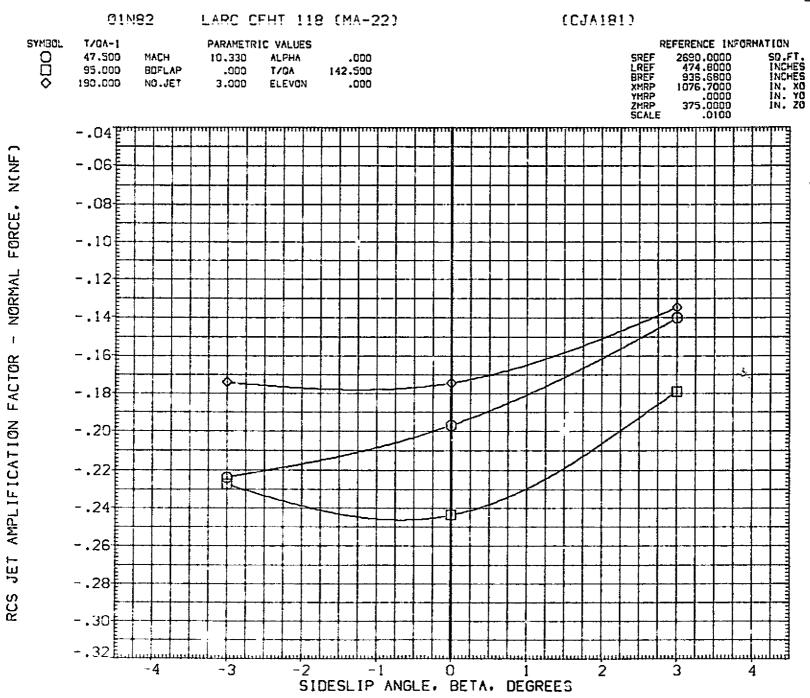


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

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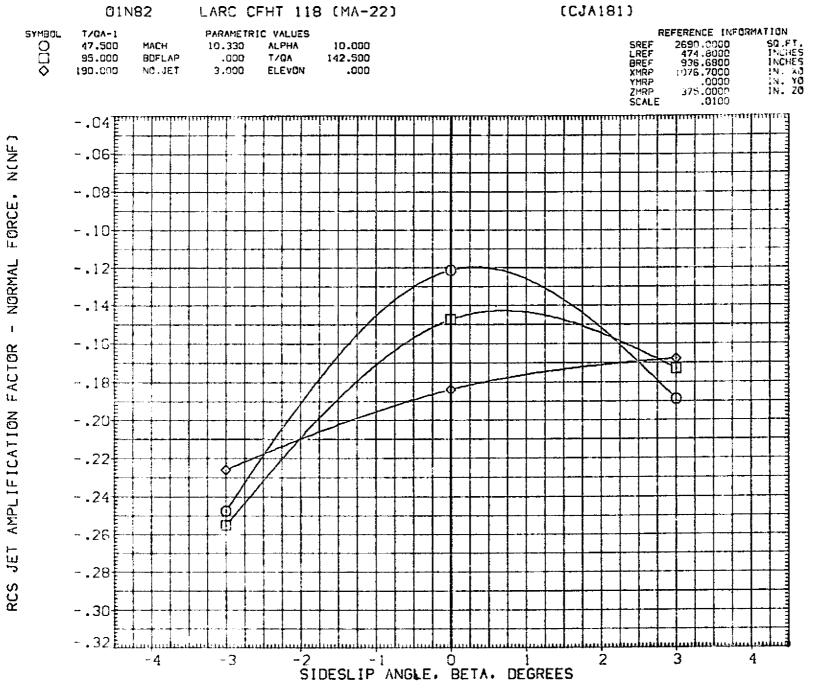


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

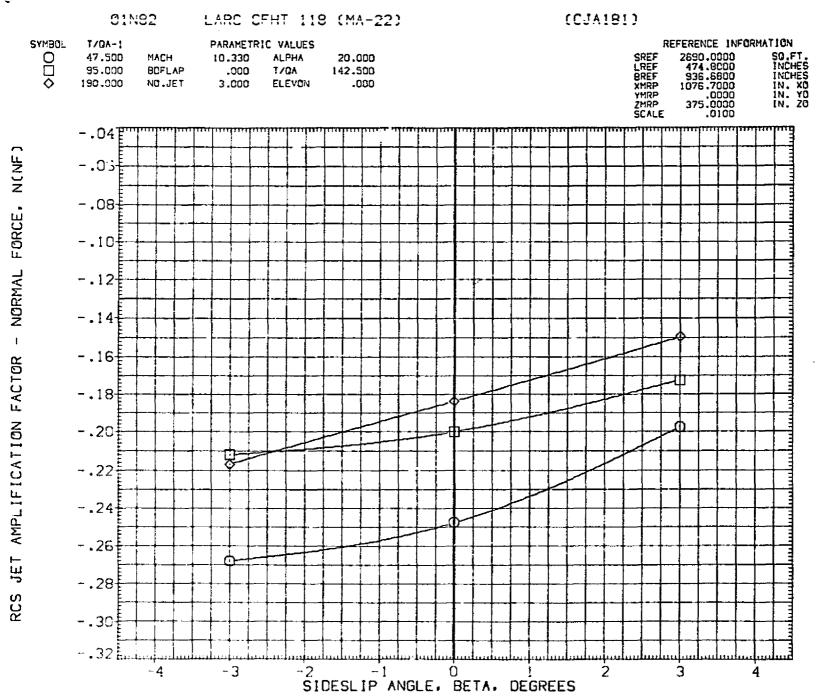


FIGURE 87. AMPLIFICATION FACTOR IN YAW, NS2 JETS

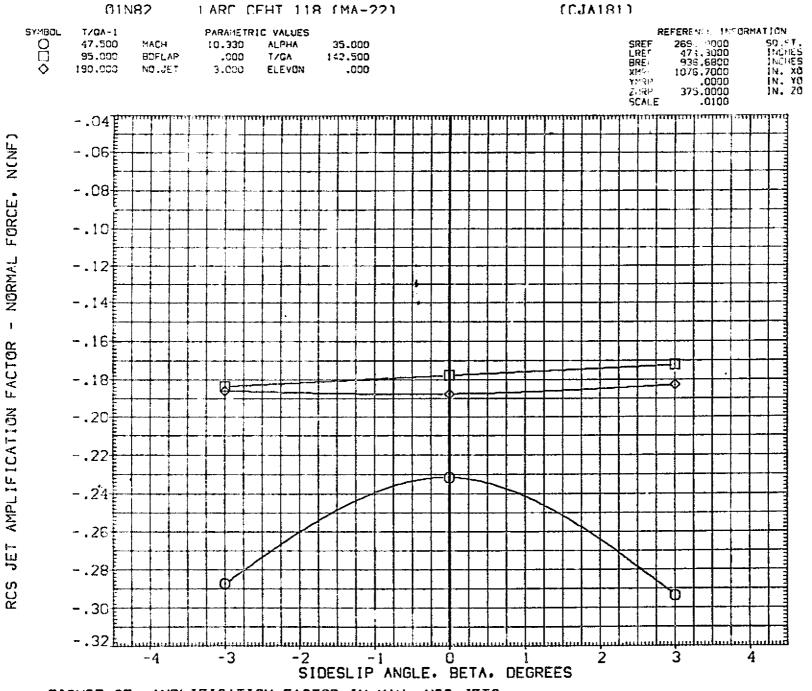


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

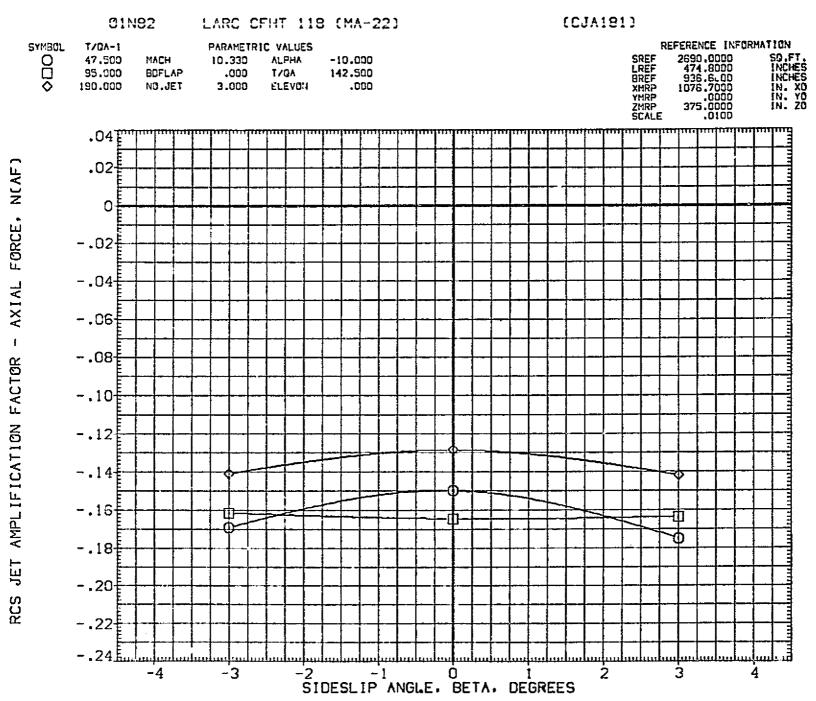


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

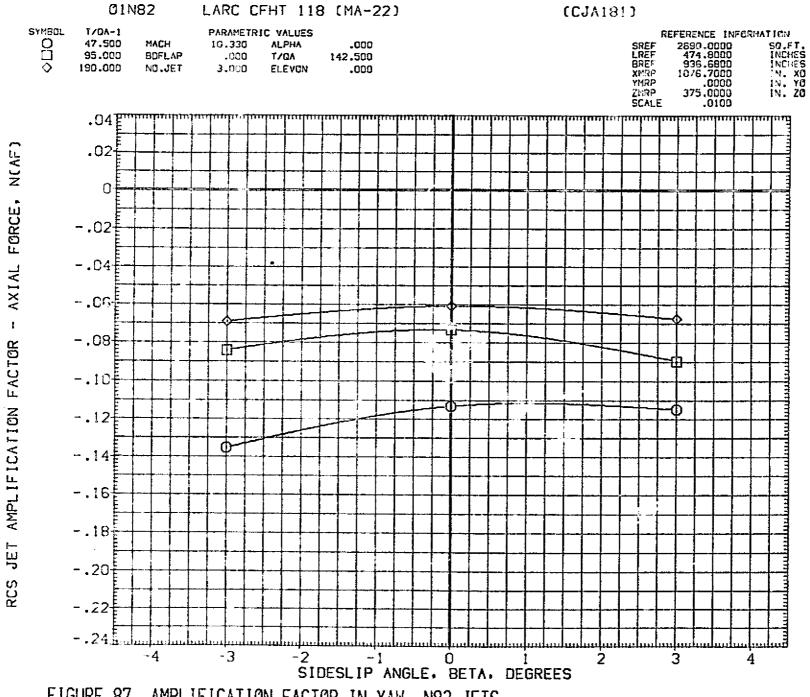


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

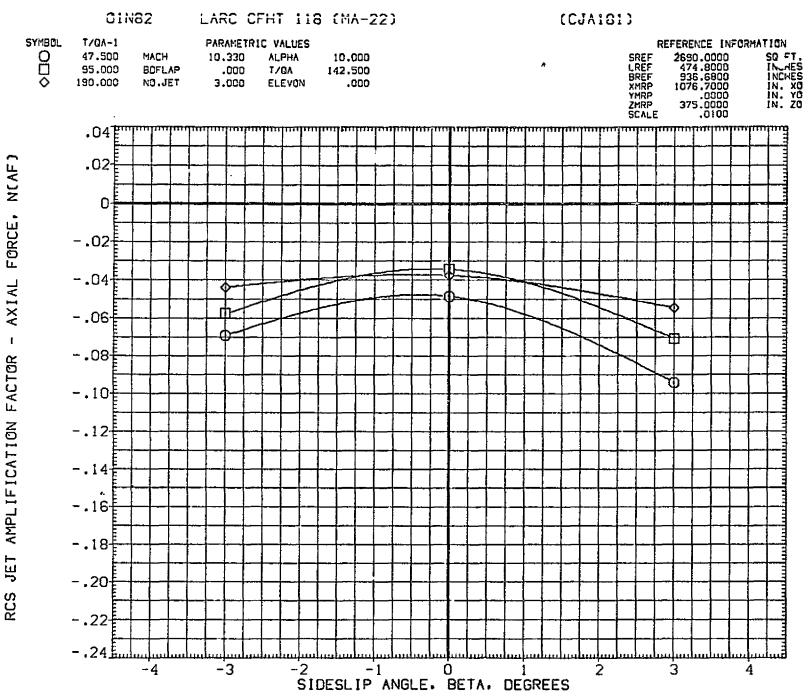


FIGURE 87. AMPLIFICATION FACTOR IN YAW. N82 JETS

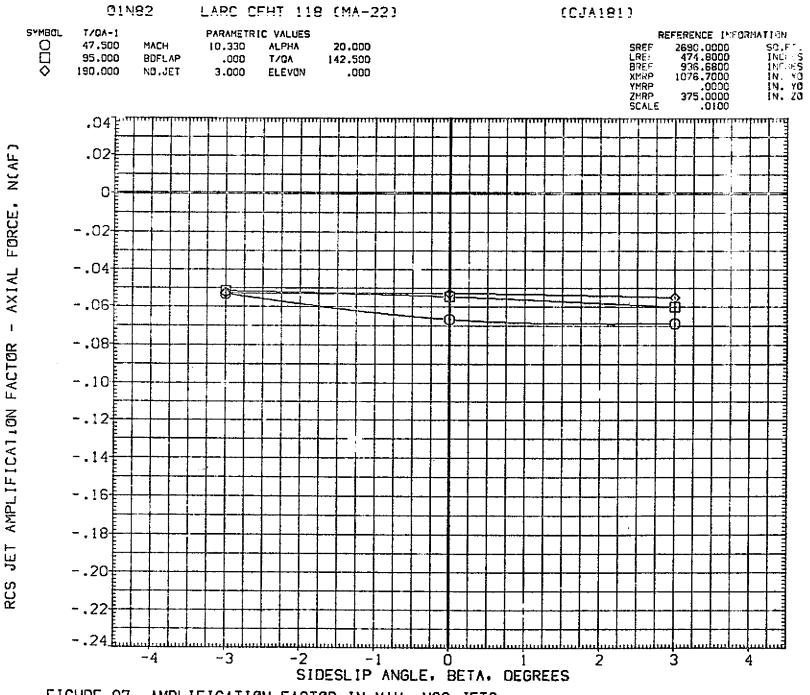


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

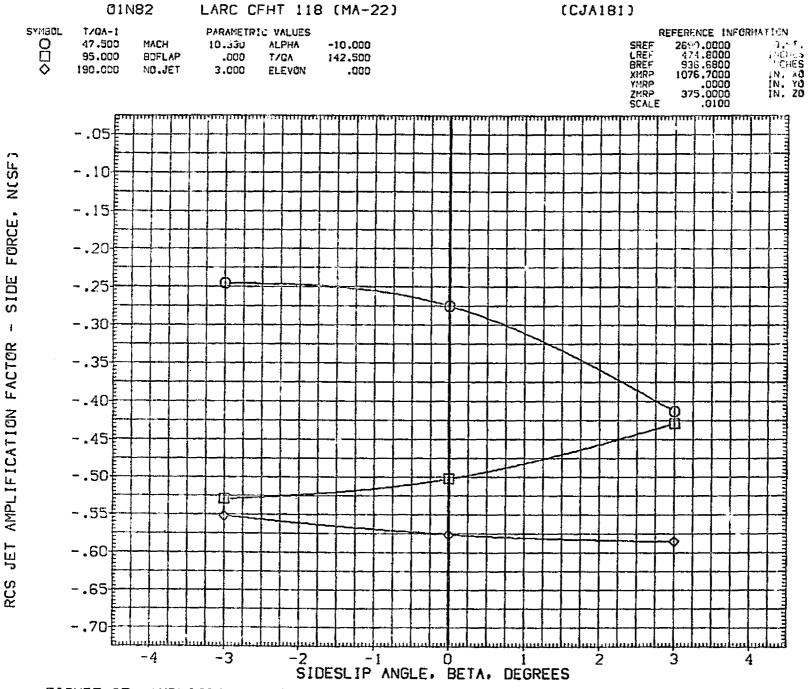


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

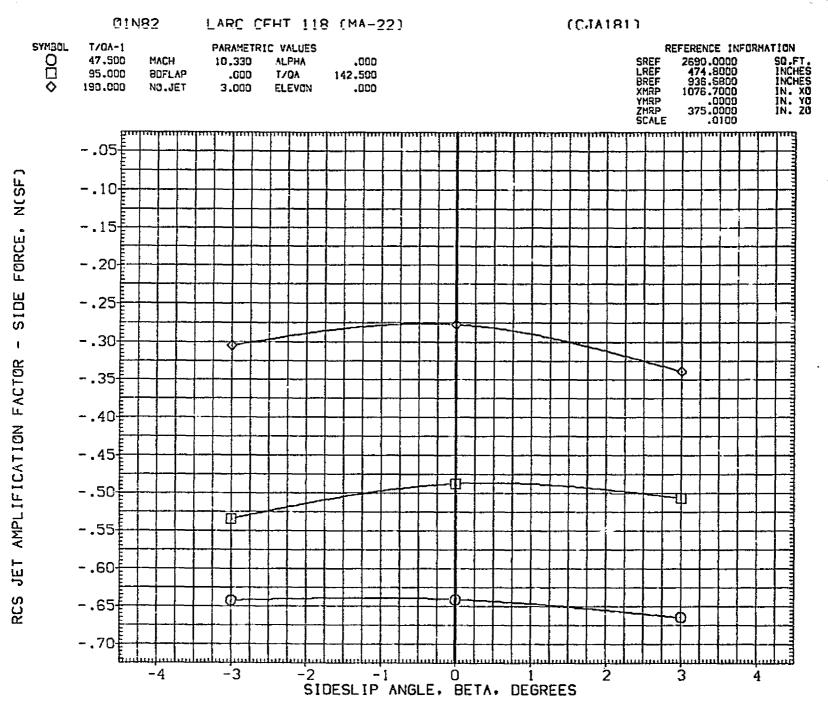


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

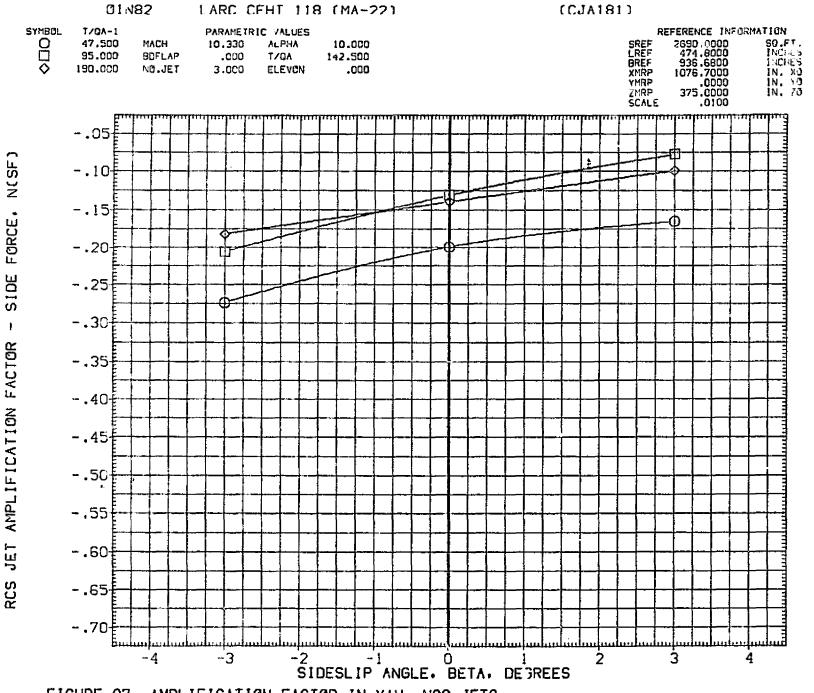


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS



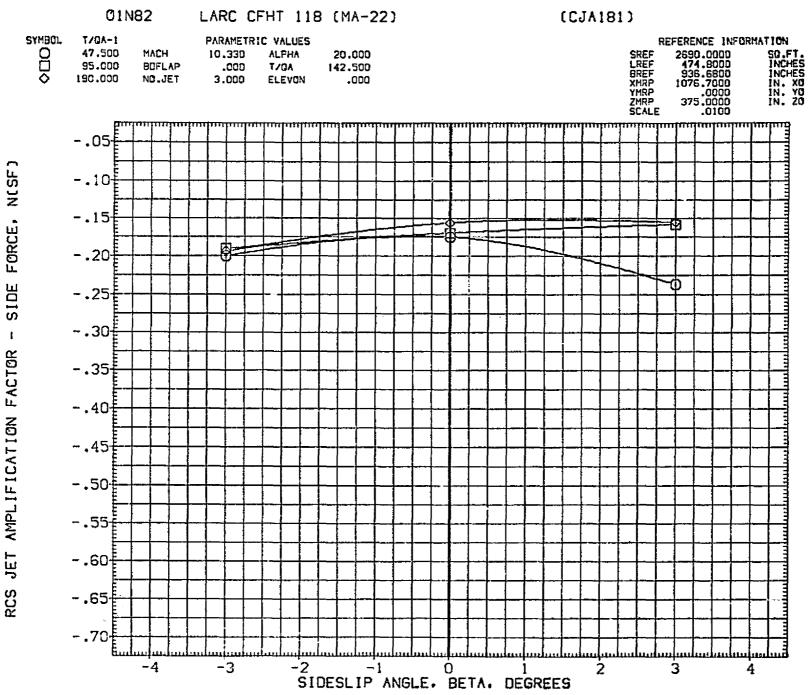


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

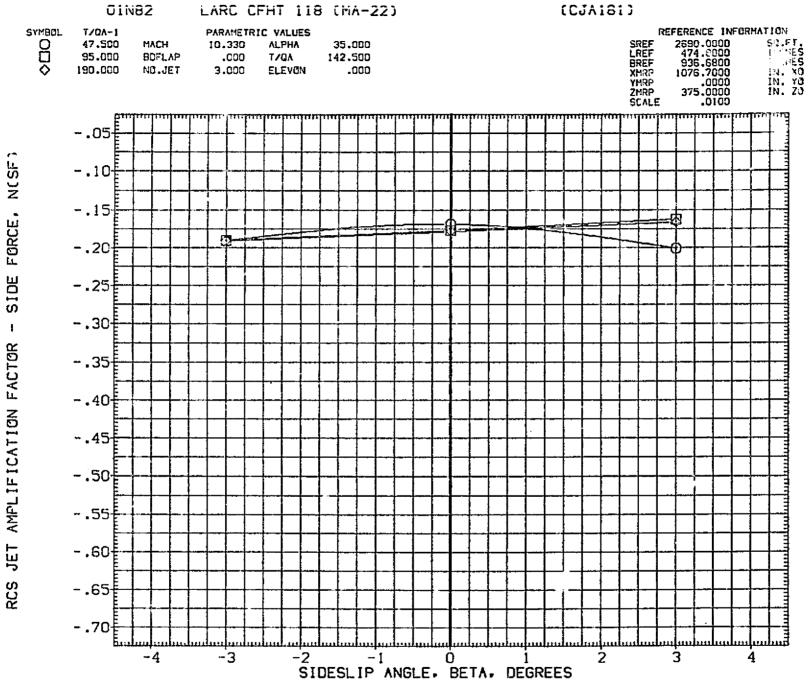


FIGURE 87. AMPLIFICATION FACTOR IN YAW, N82 JETS

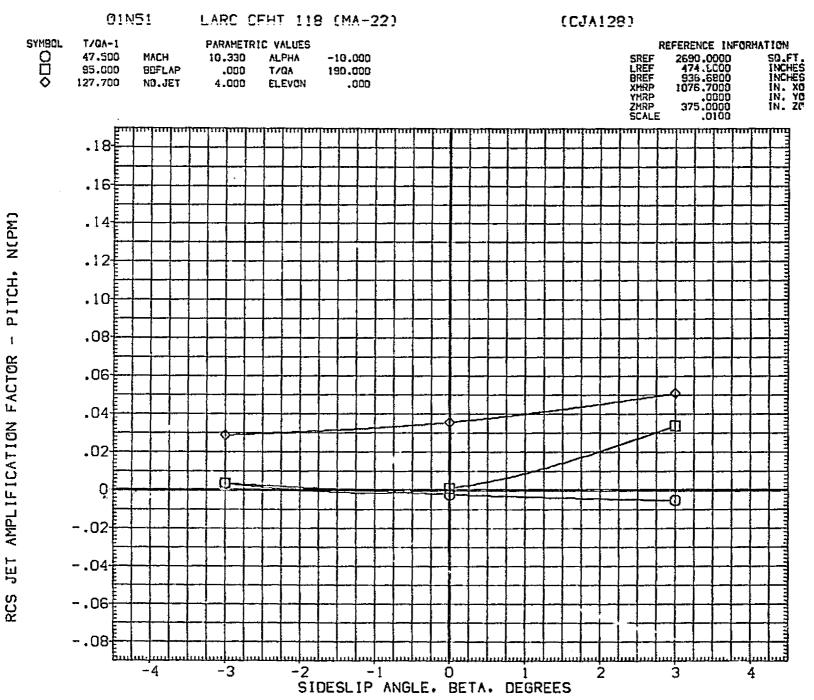


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

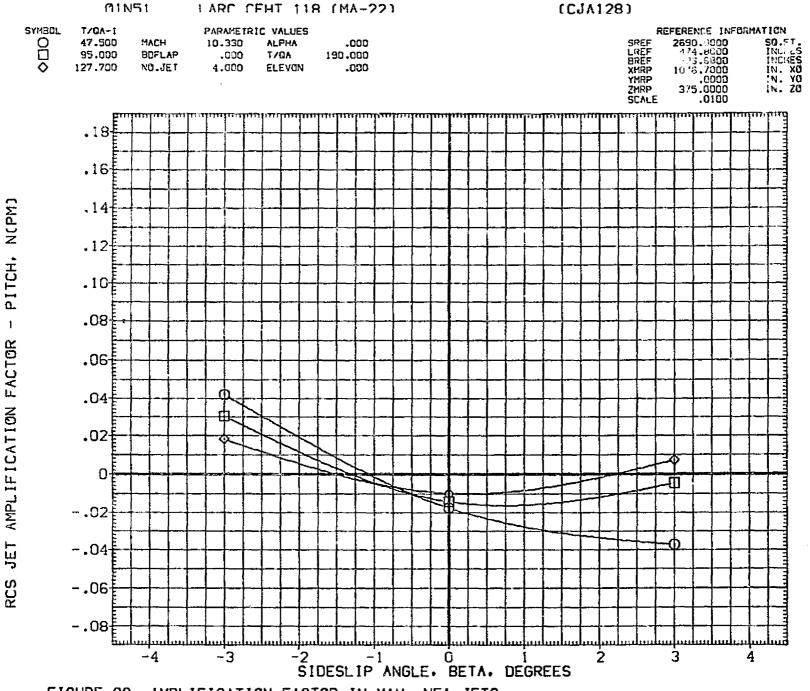


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

PAGE 1726.

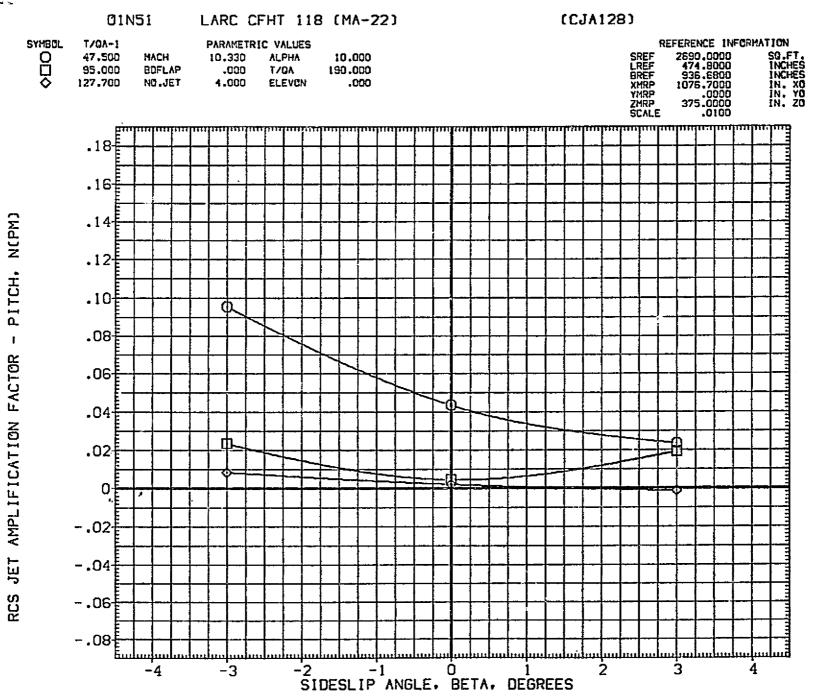


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

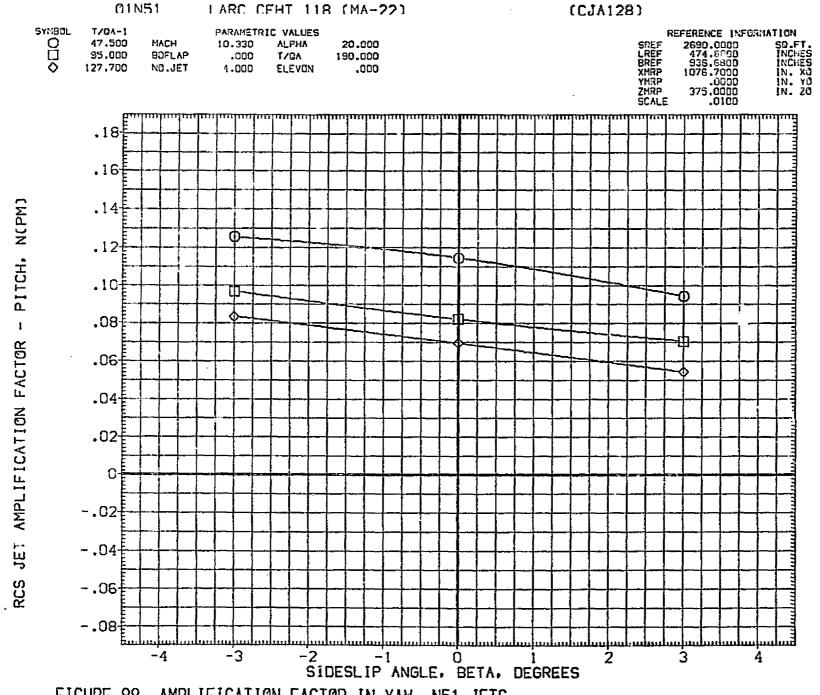


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

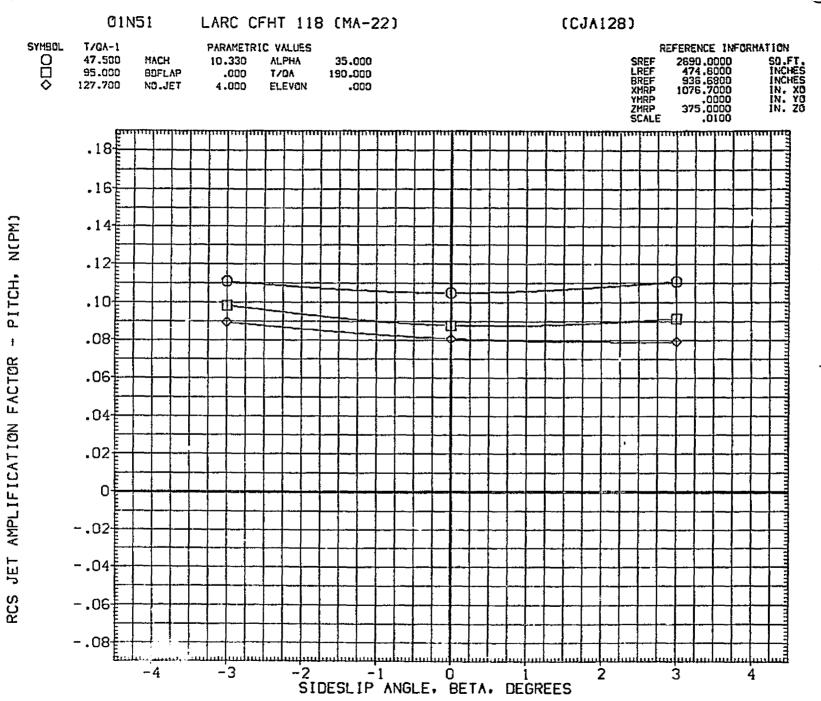


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

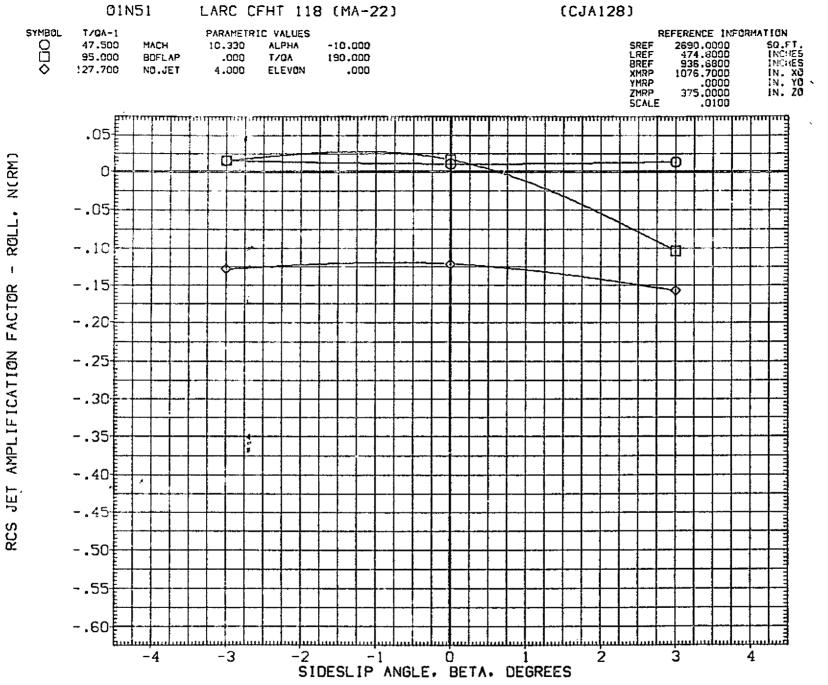


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

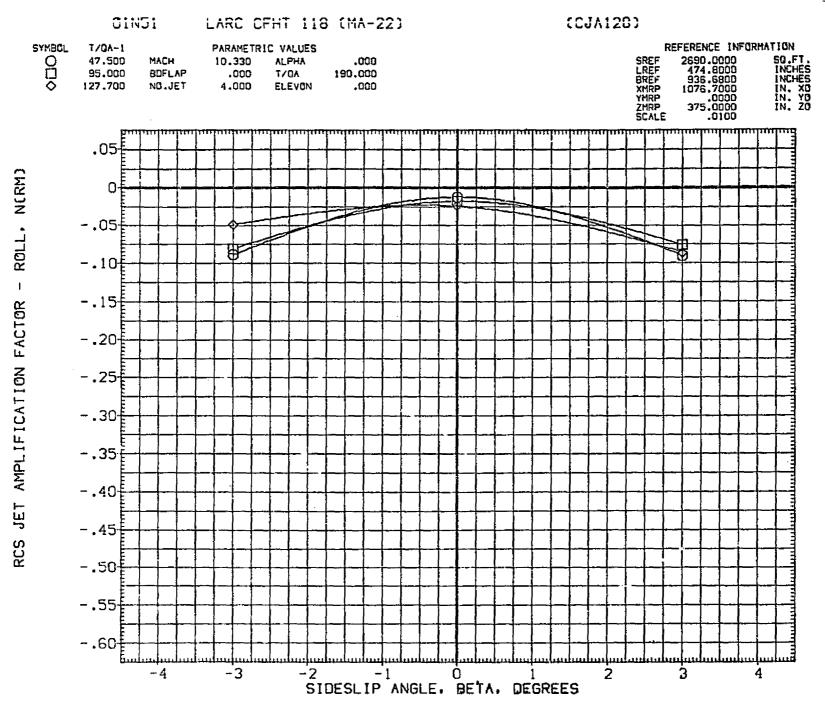


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

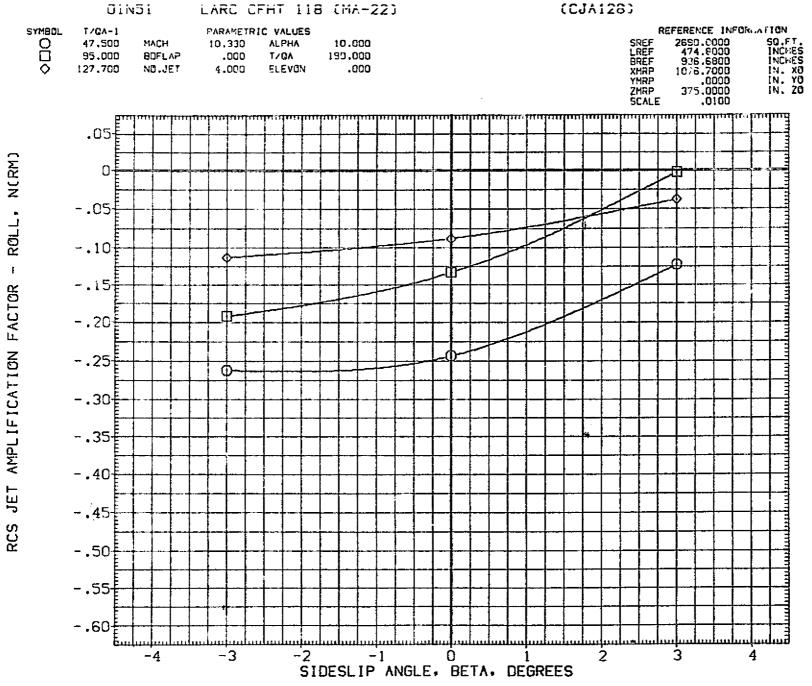


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

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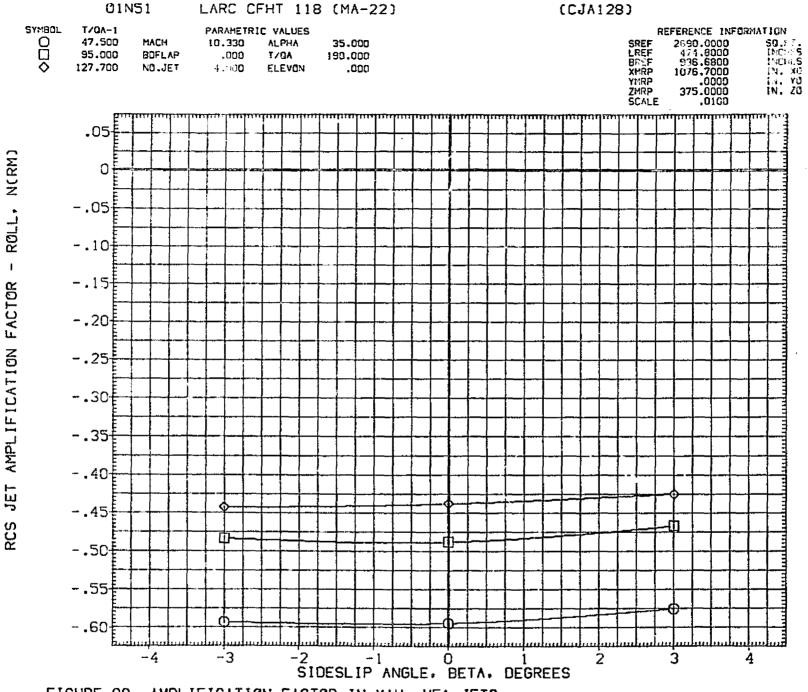


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

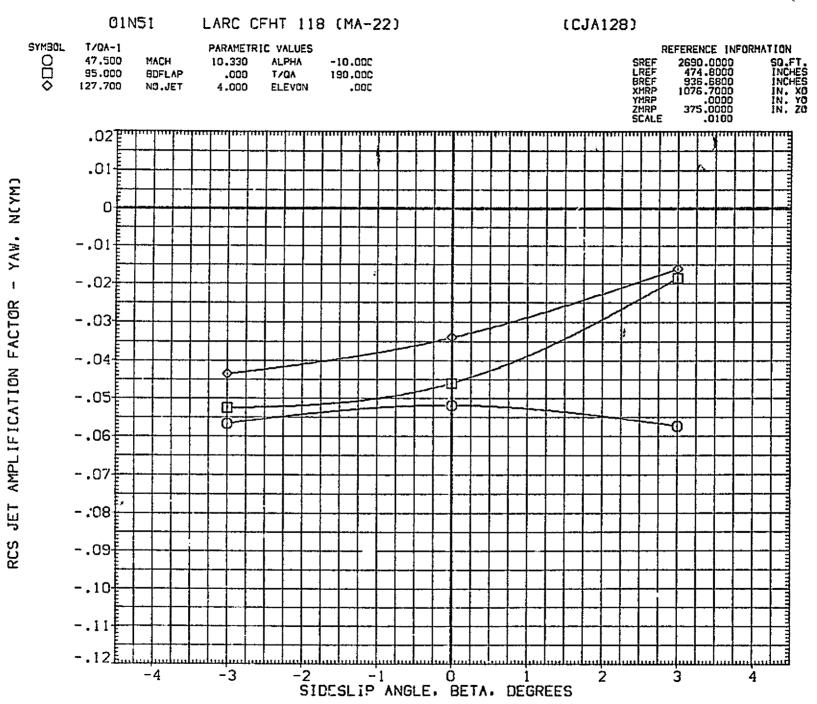


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

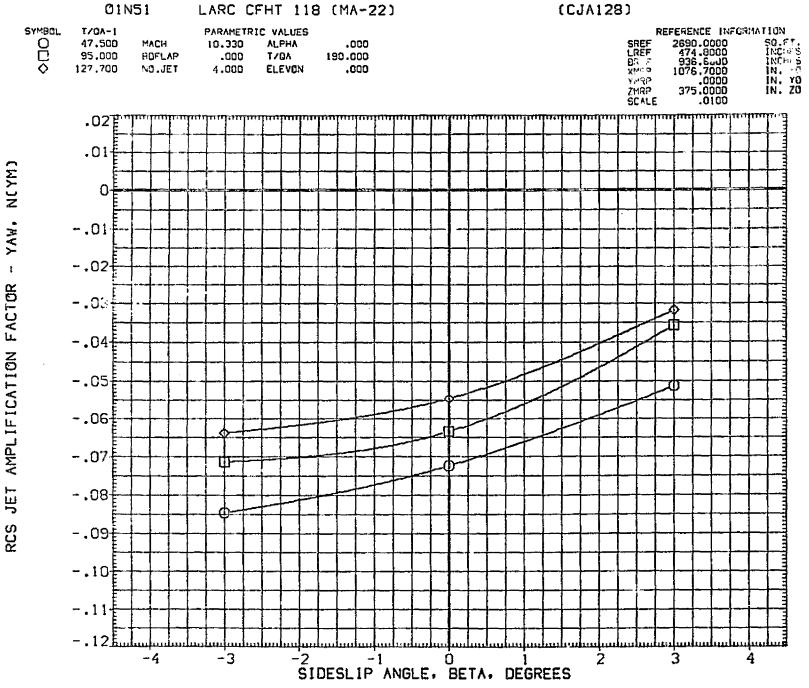


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

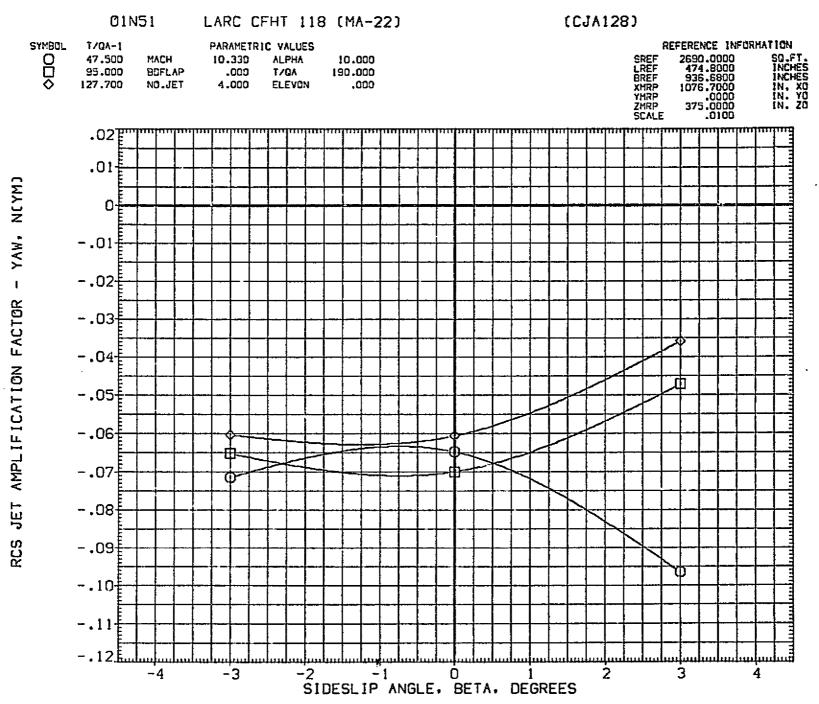


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

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FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

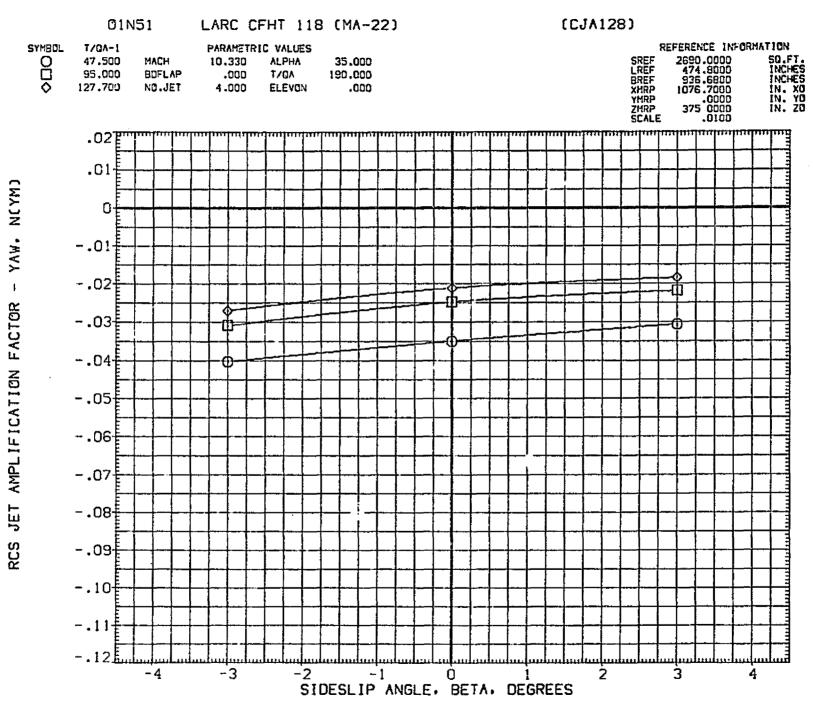


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

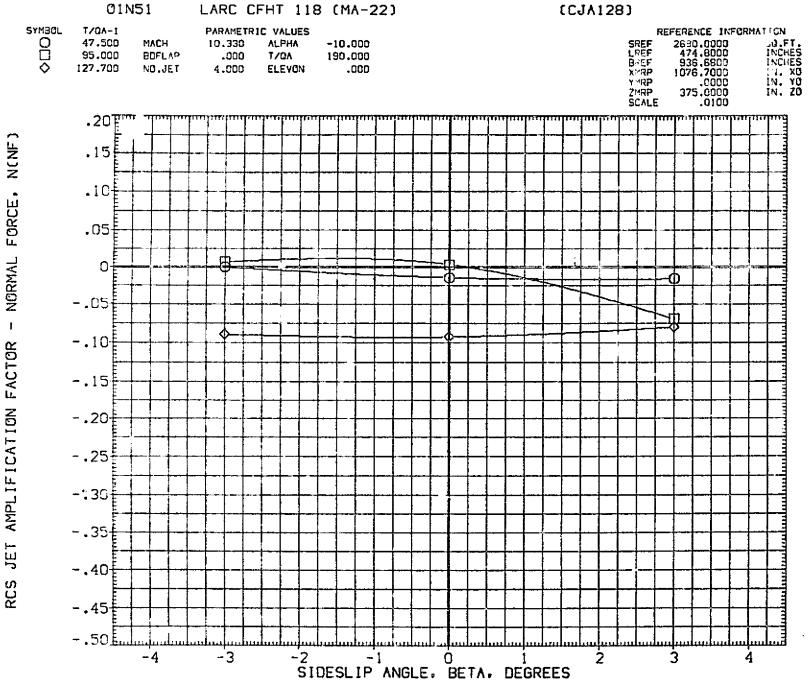
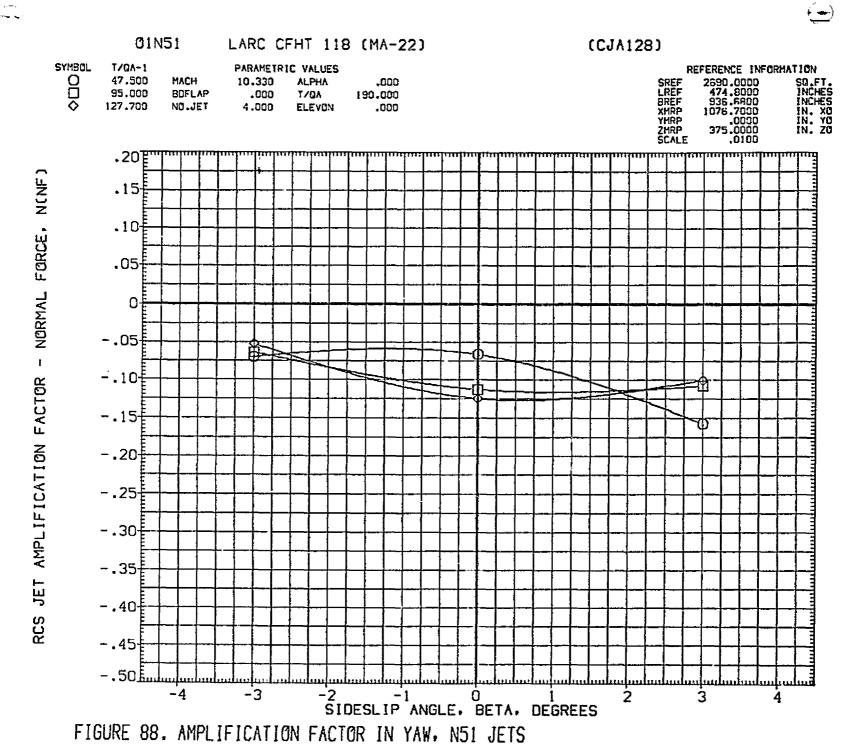


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS



PAGE 1741

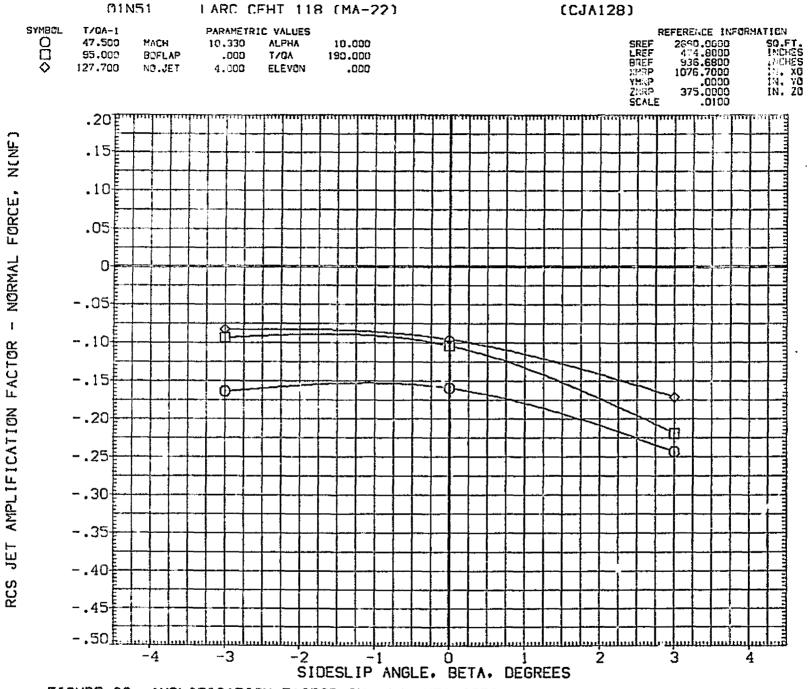


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

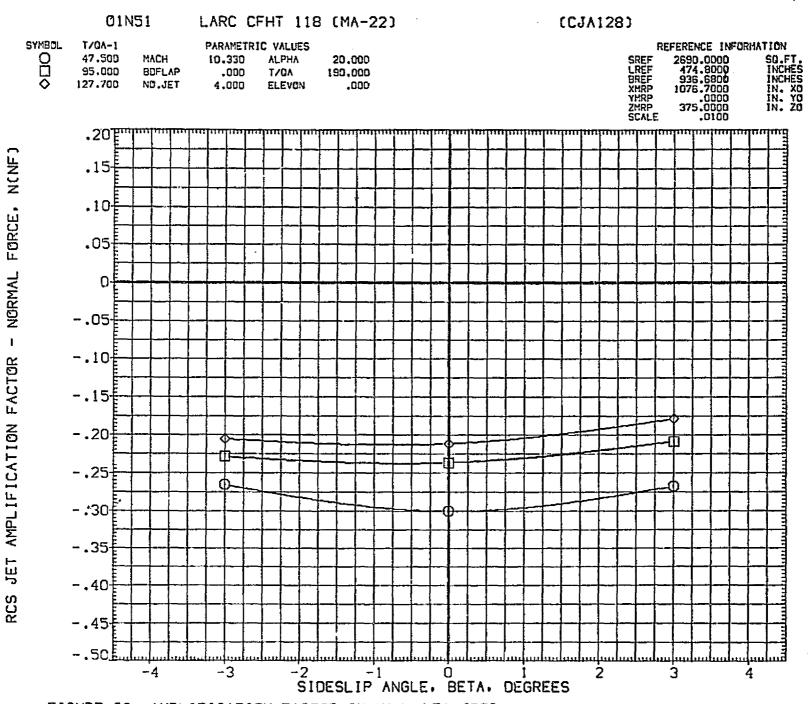


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

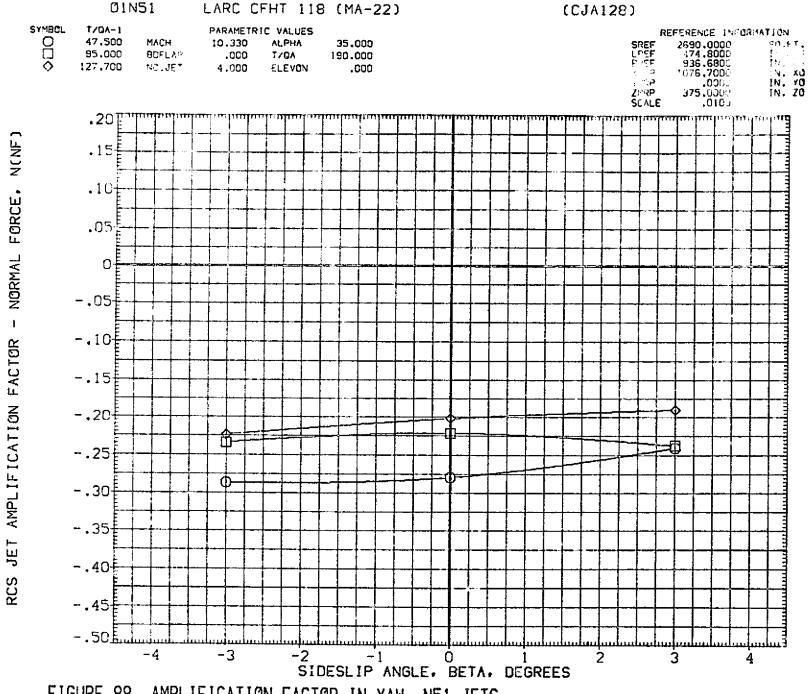
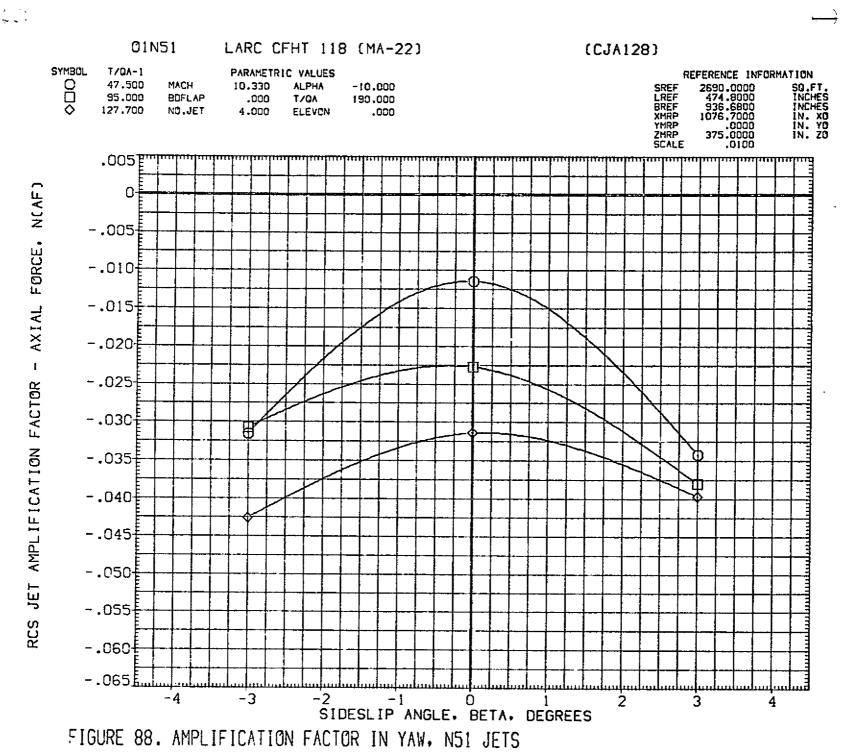


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS



PAGE 1745

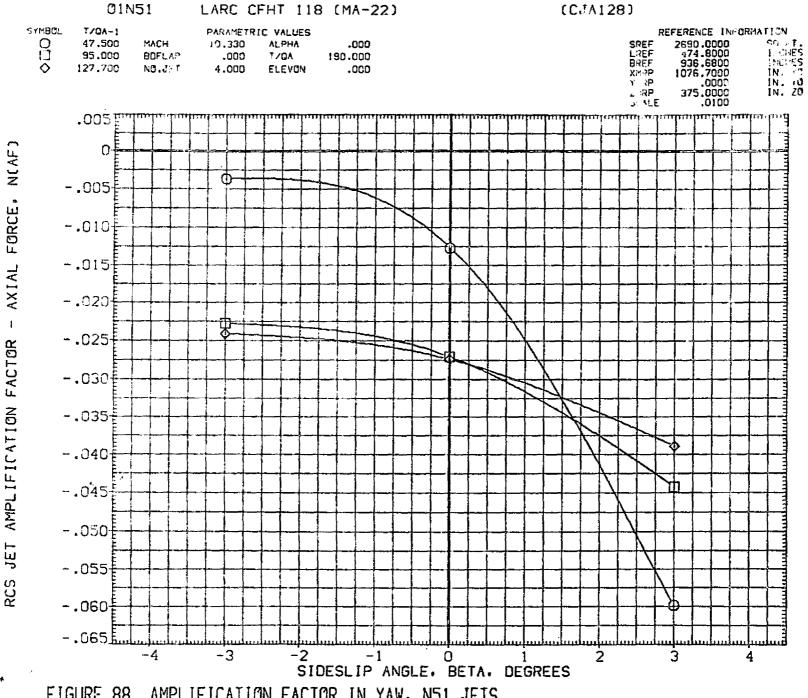


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

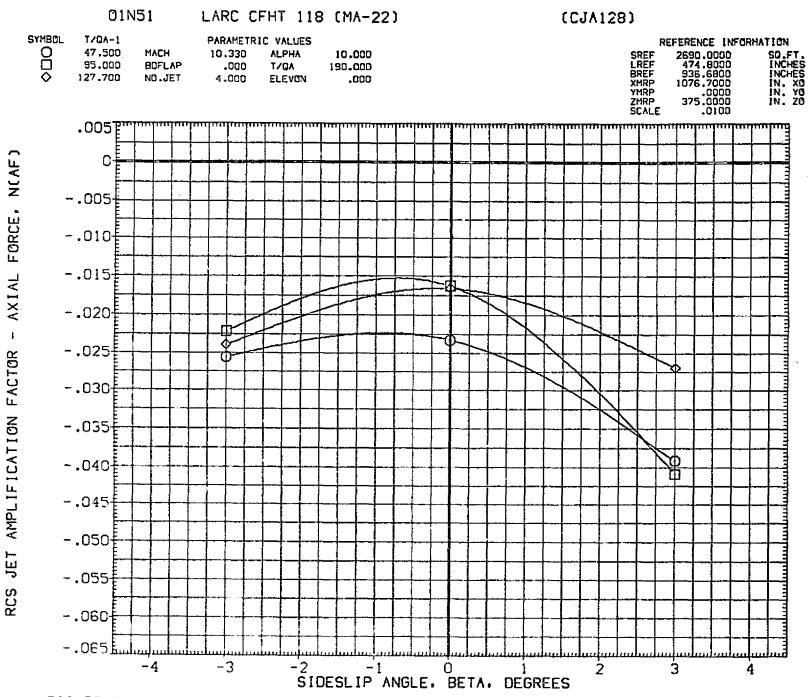


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

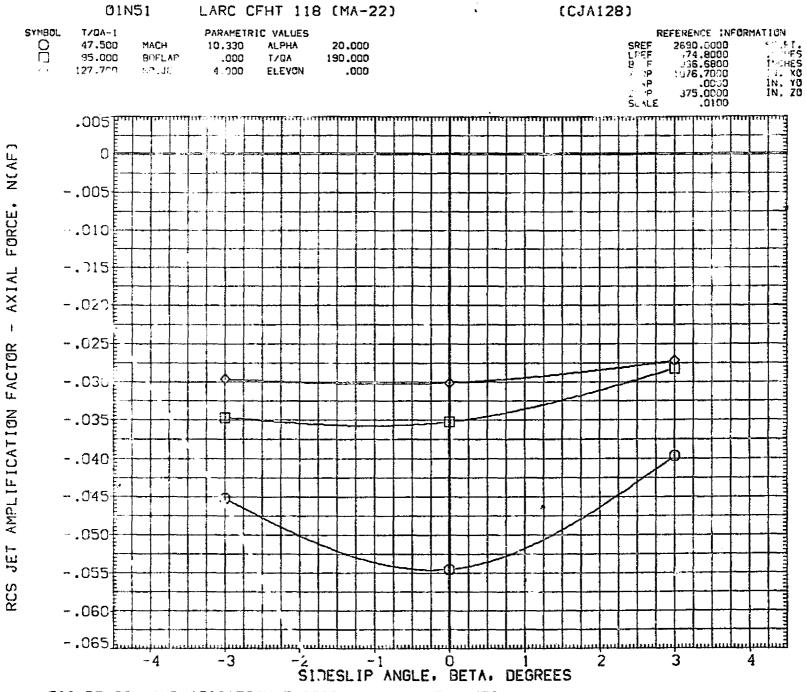


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

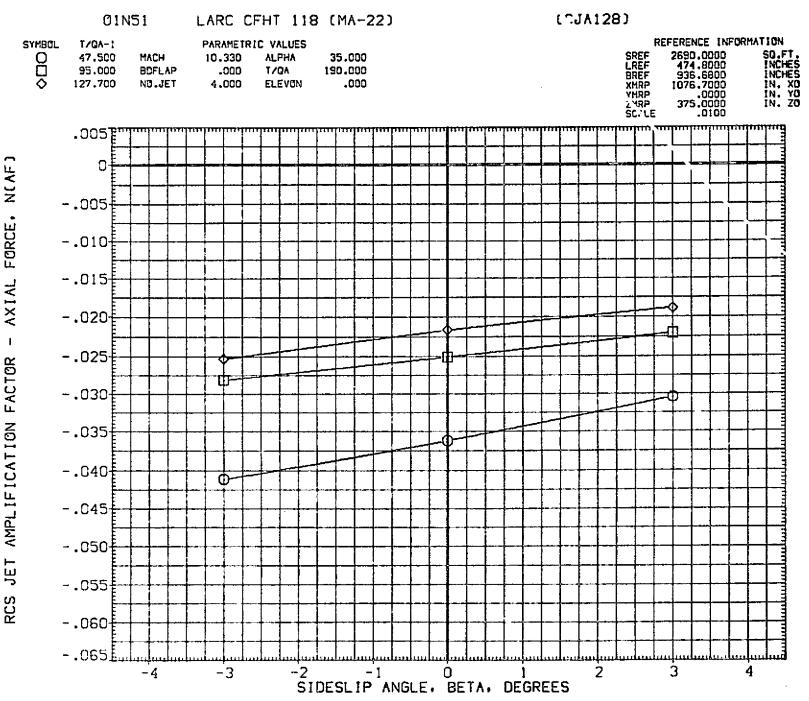


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

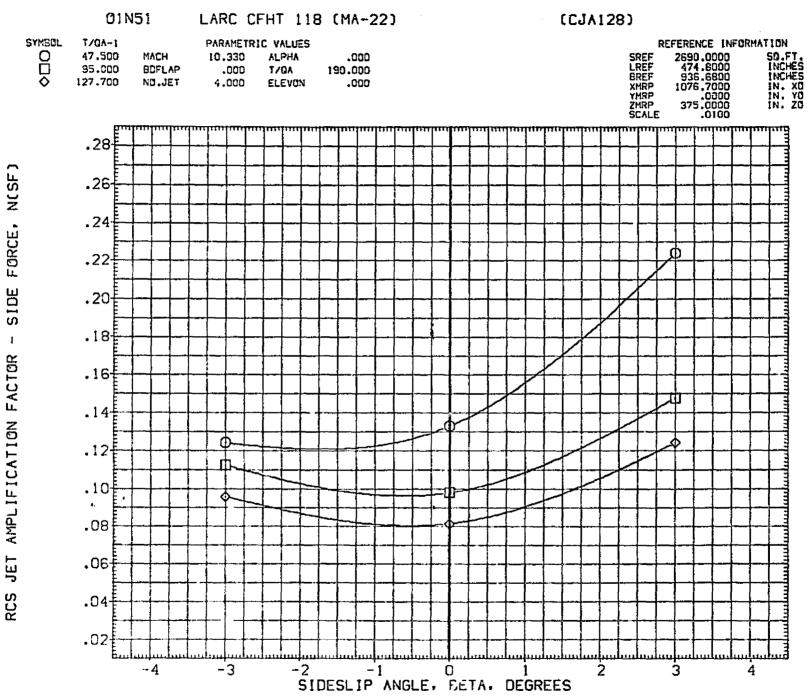


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

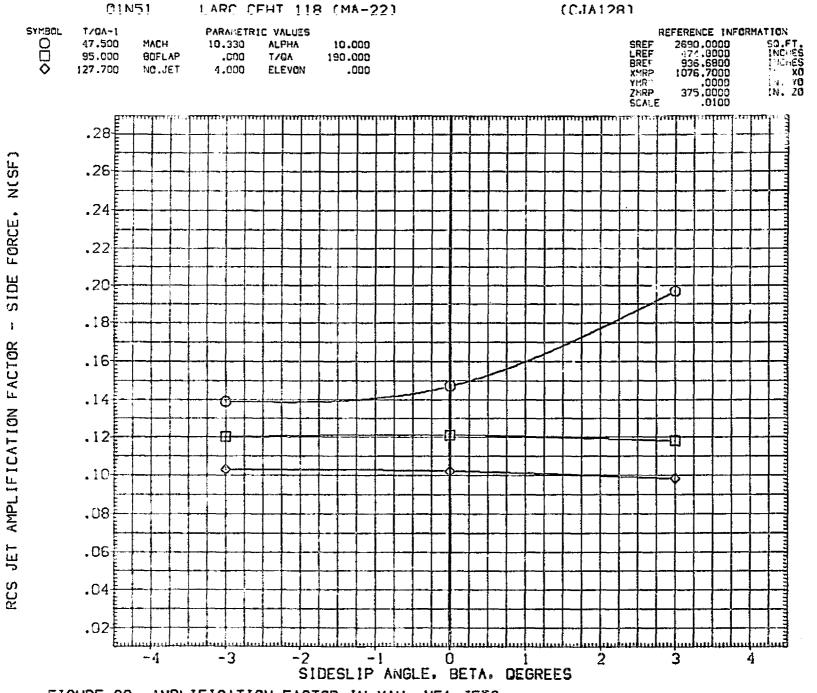


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

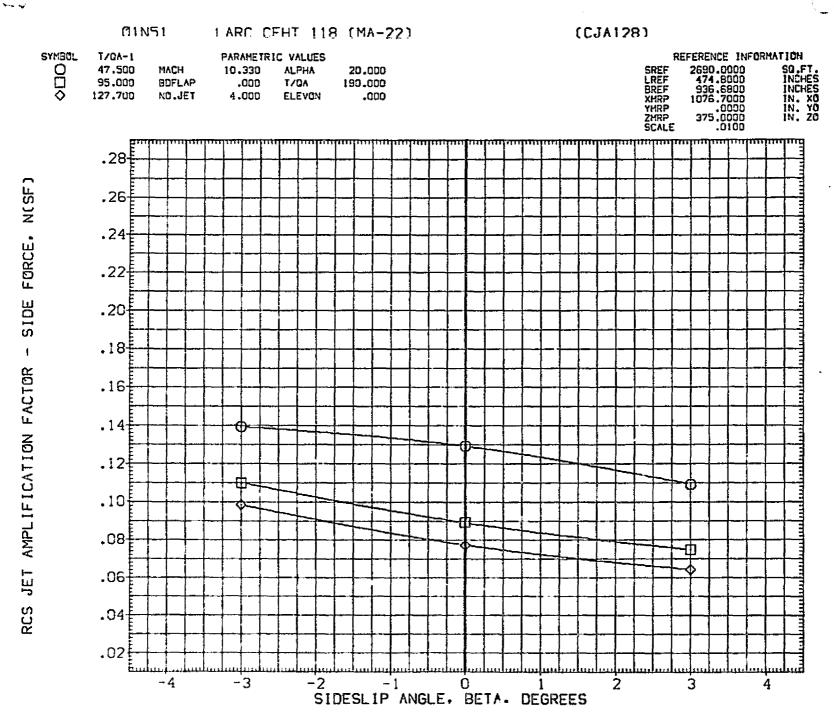


FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

FIGURE 88. AMPLIFICATION FACTOR IN YAW, N51 JETS

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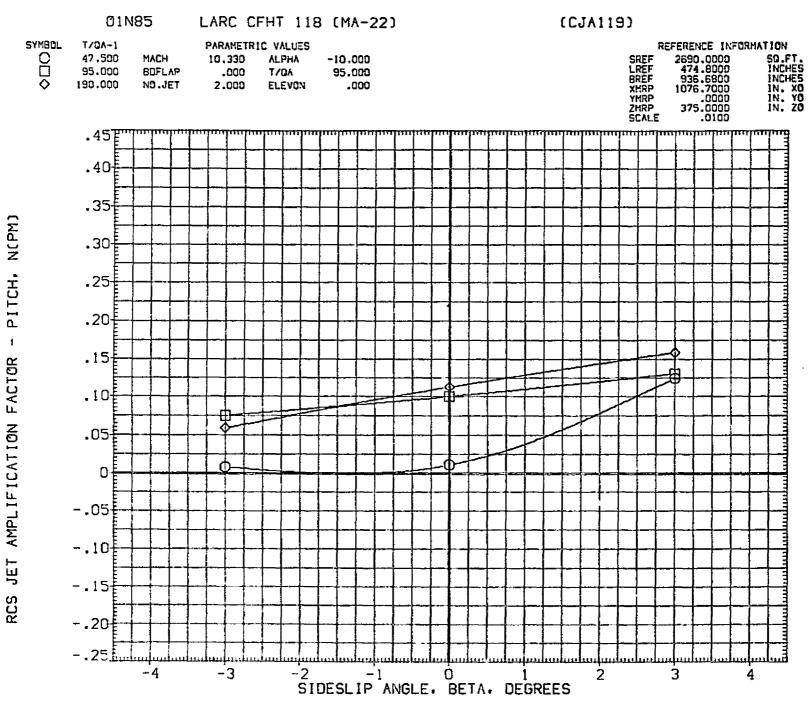


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

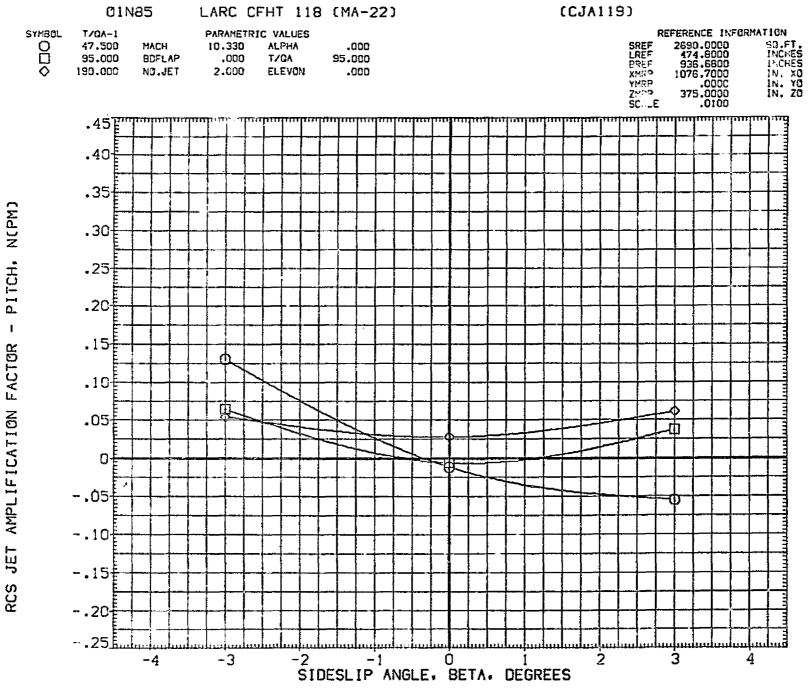


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

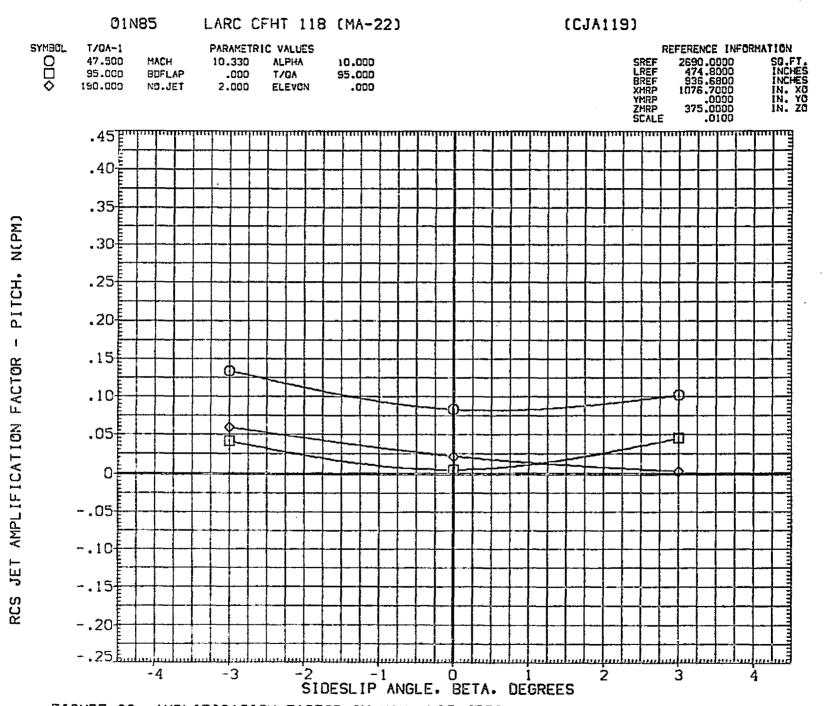


FIGURE 89. AMPLIFICATION FACTOR IN YAW. N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

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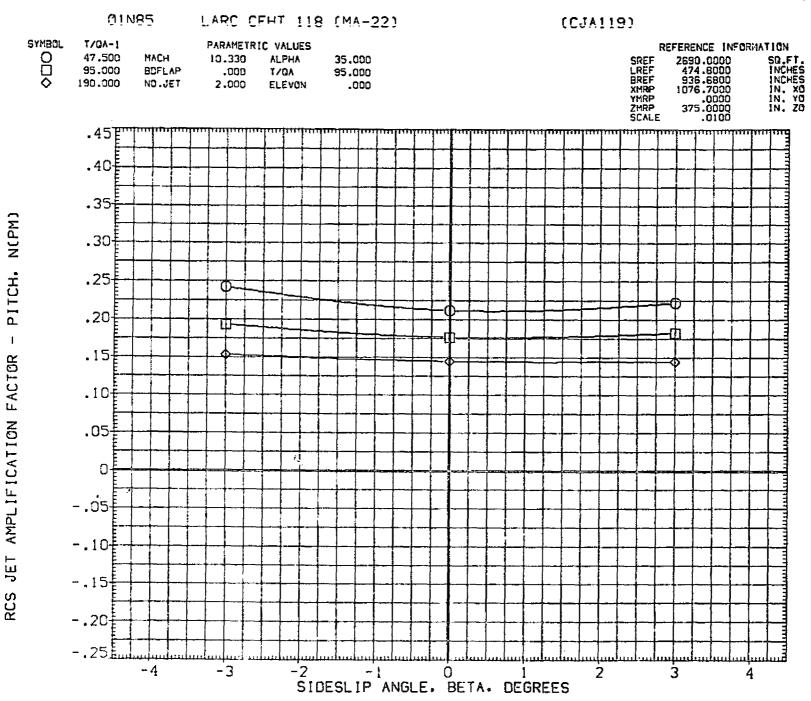


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

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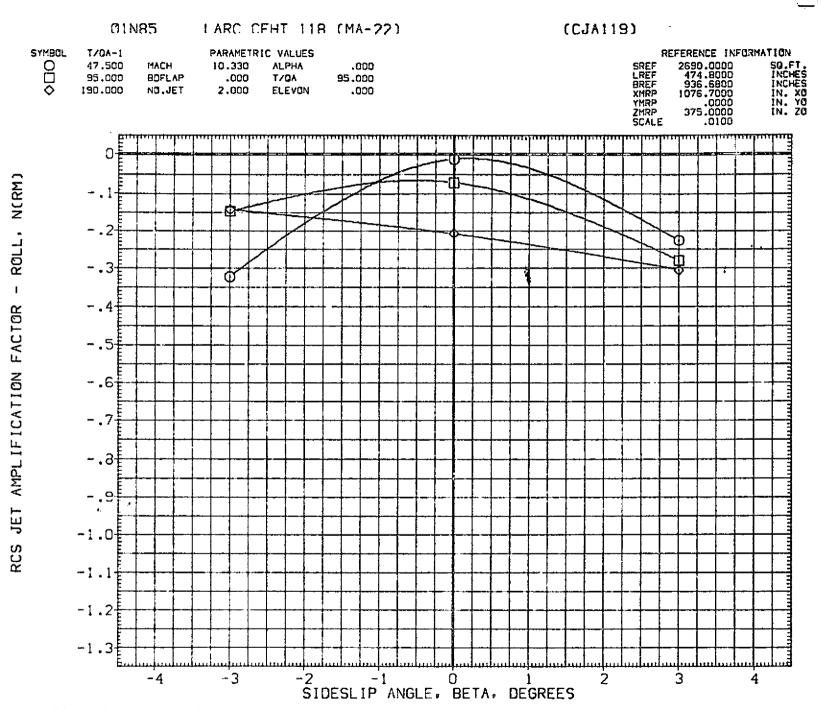


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

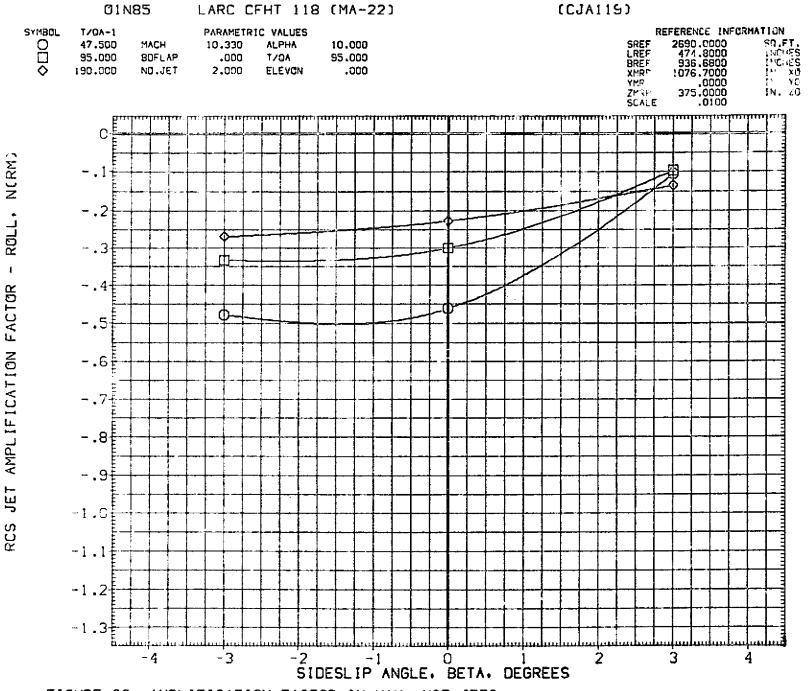


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

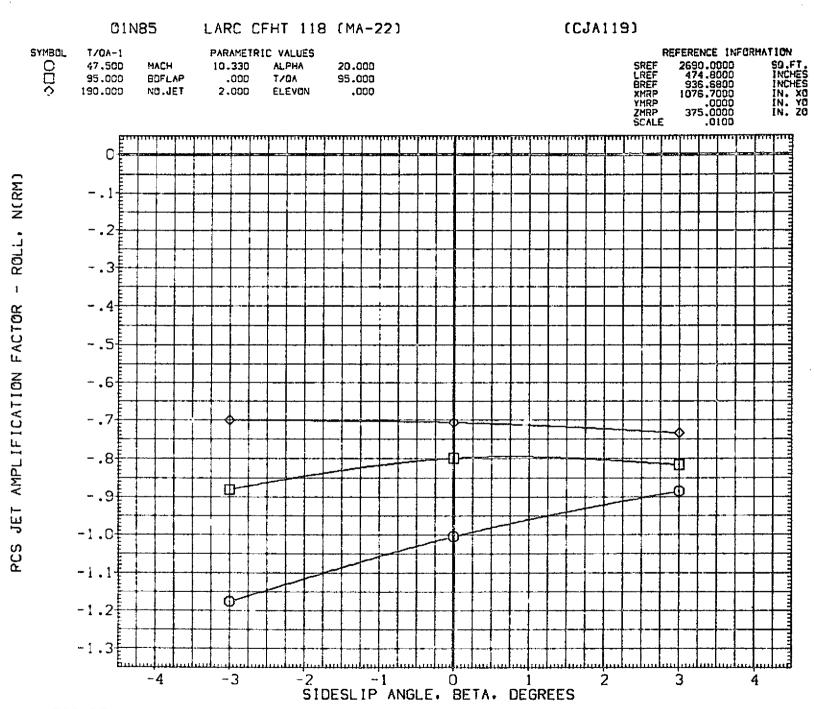
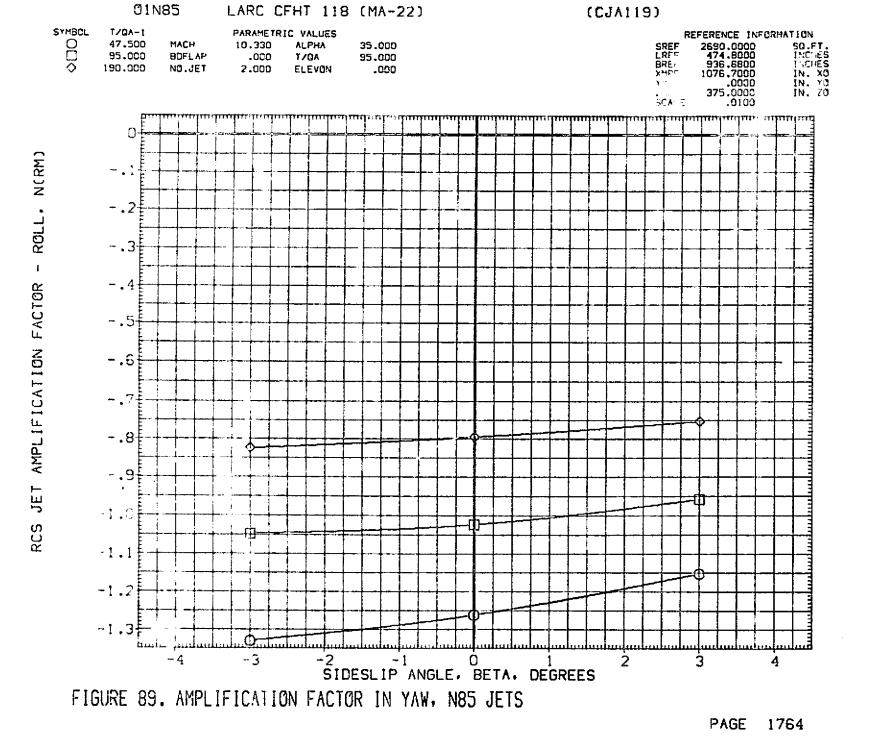


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

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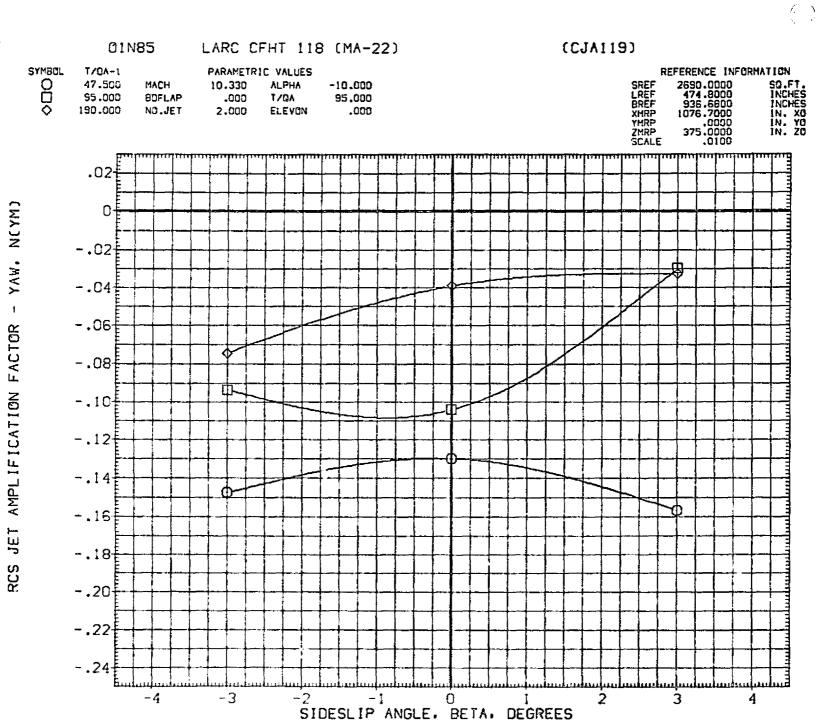
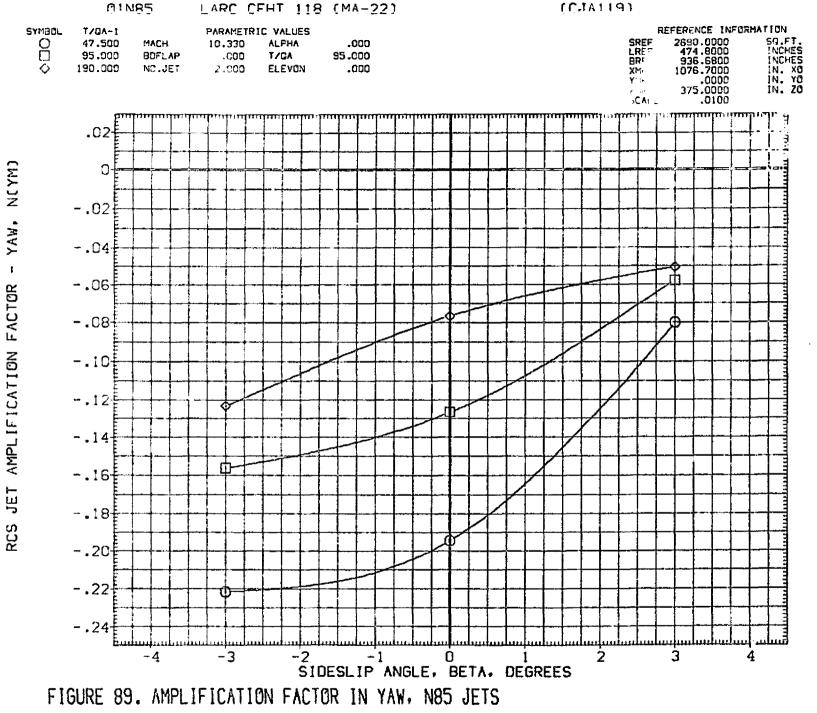


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS



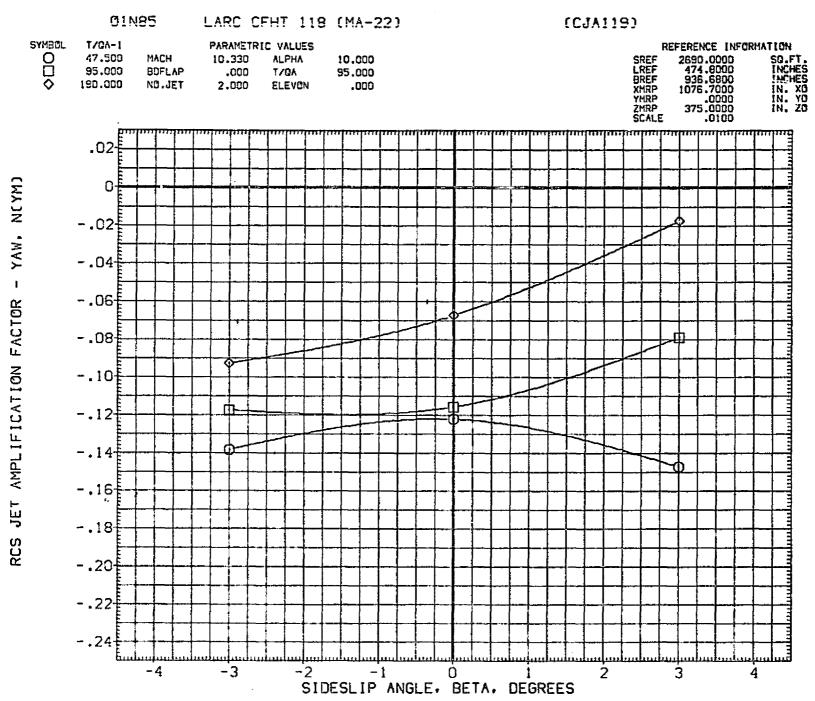


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

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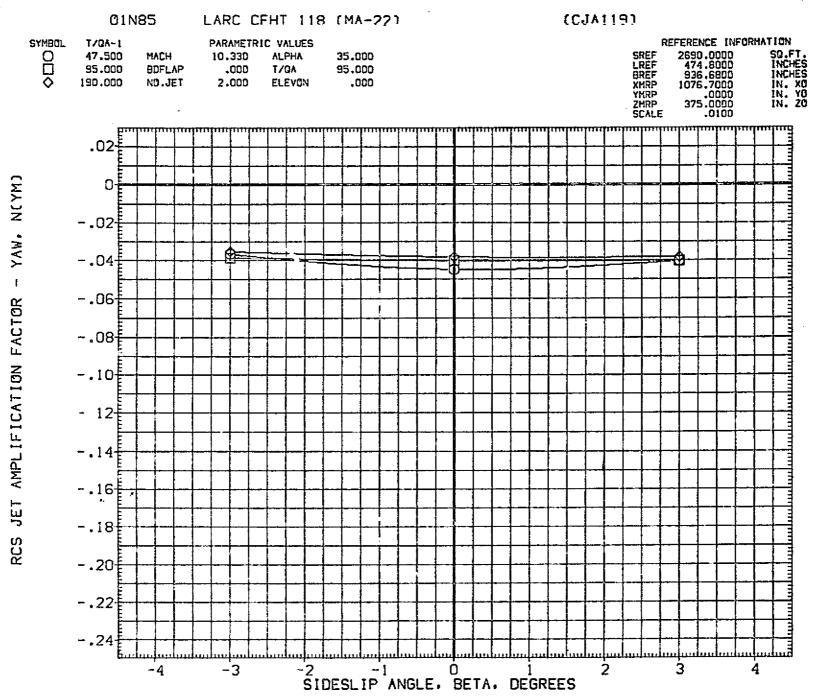


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

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FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

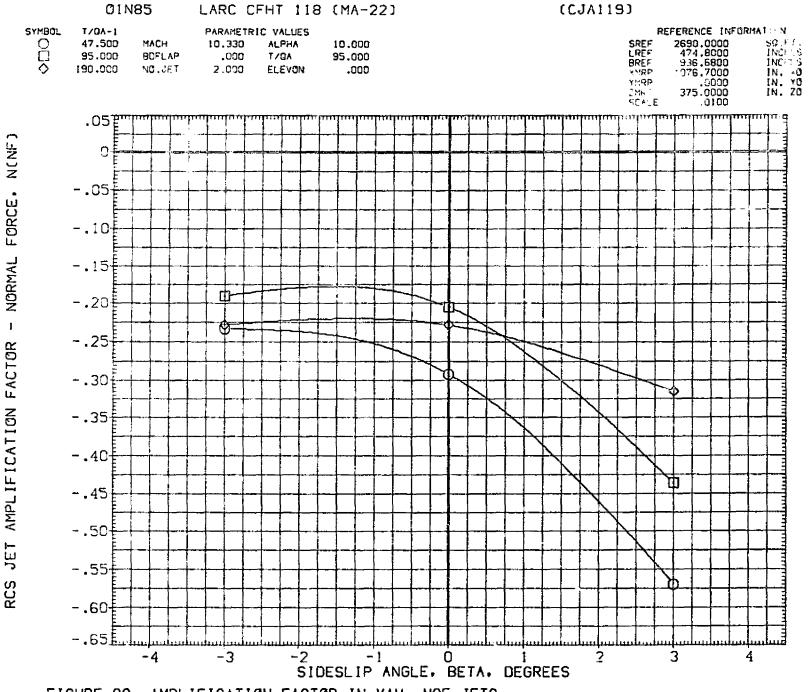


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

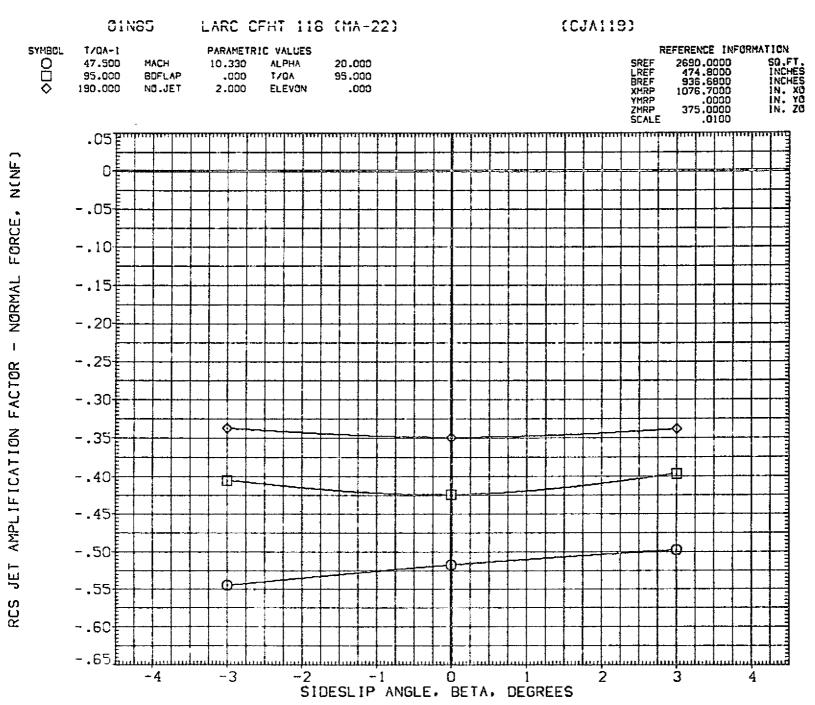


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

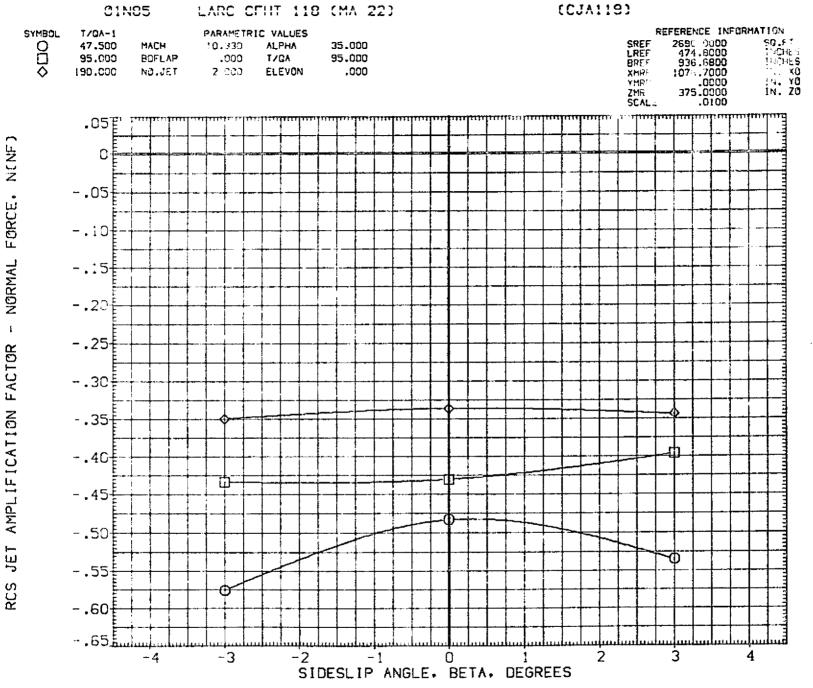


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

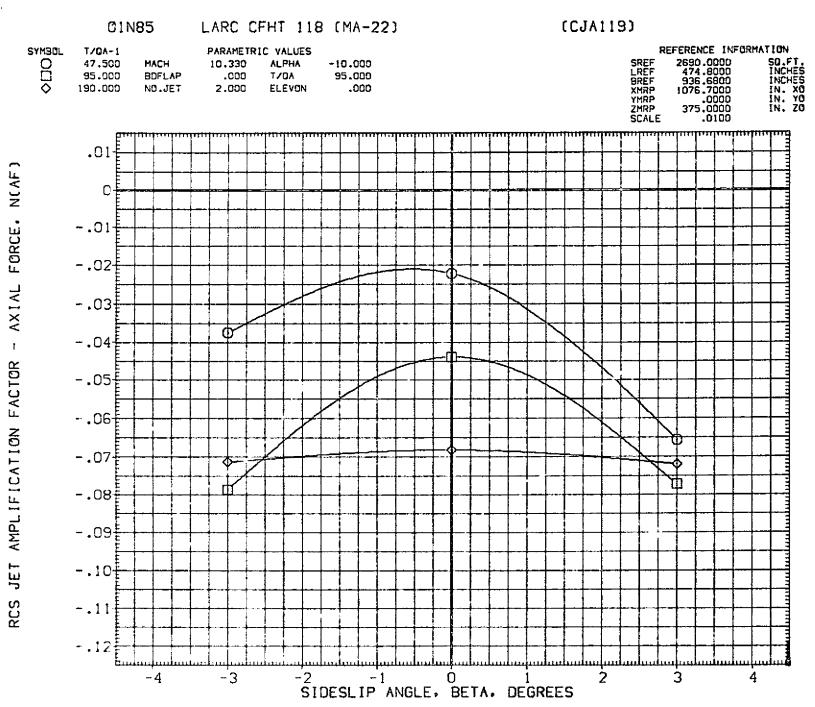


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

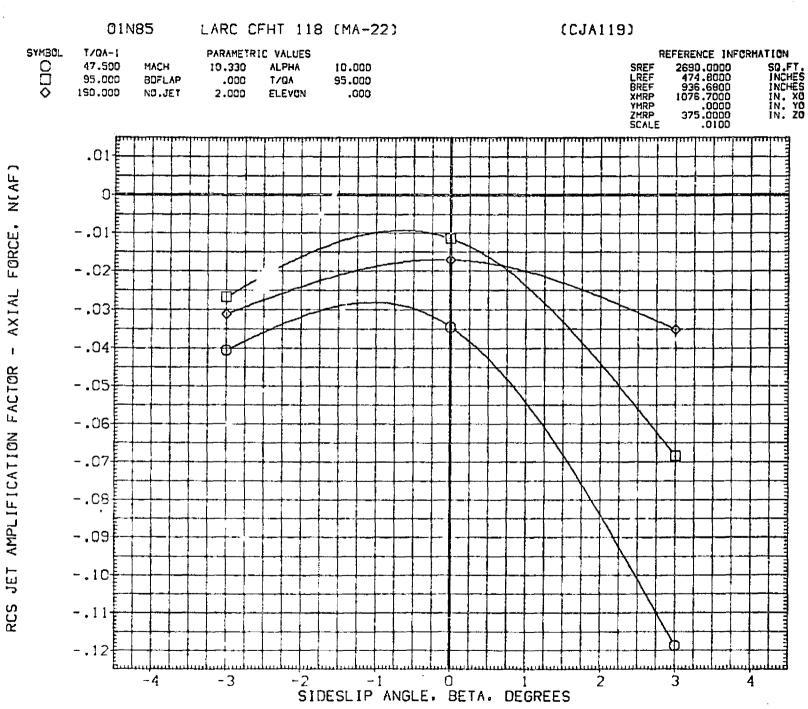


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

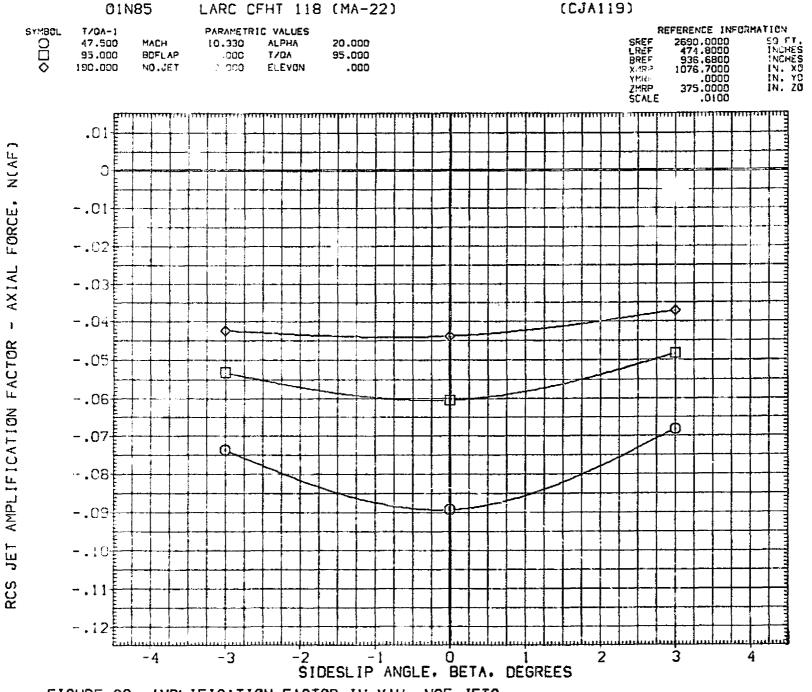


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

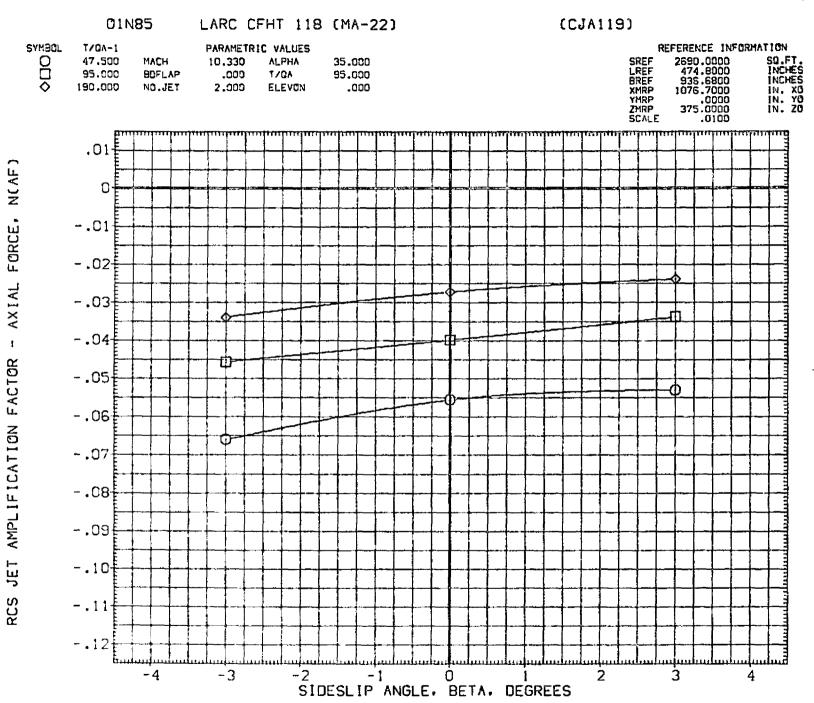


FIGURE 89. AMPLIFICATION FACTOR IN YAW. N85 JETS

FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

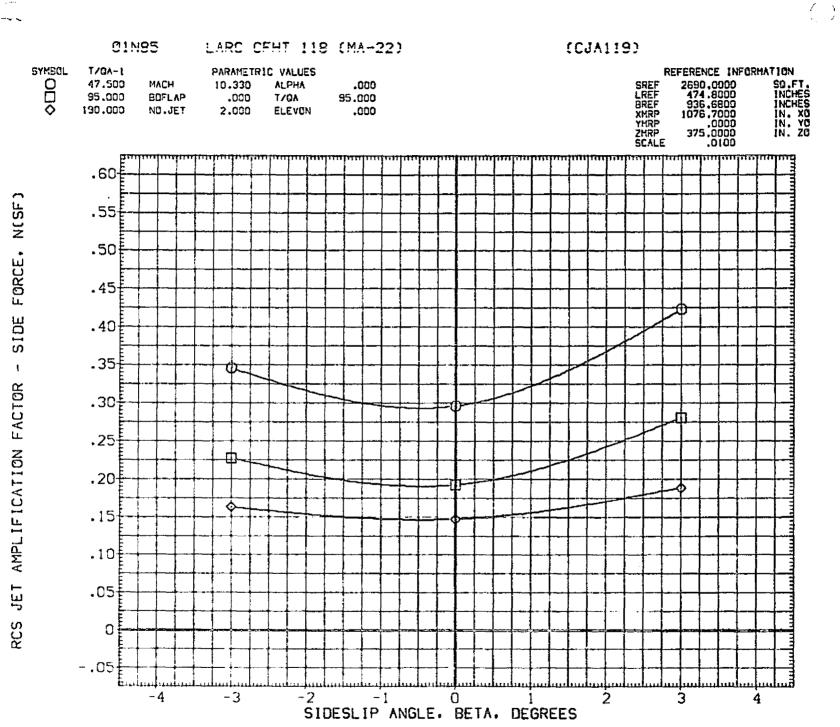


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

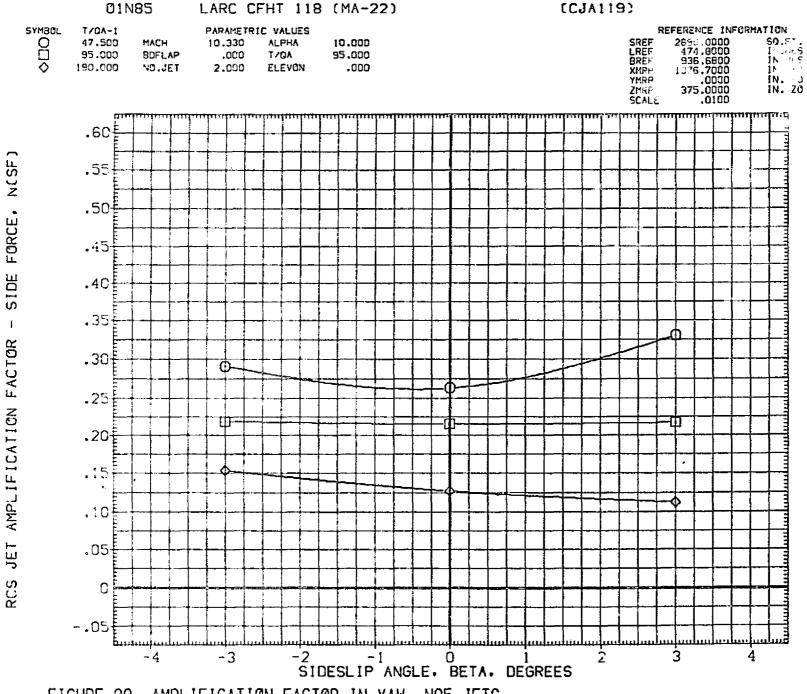


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

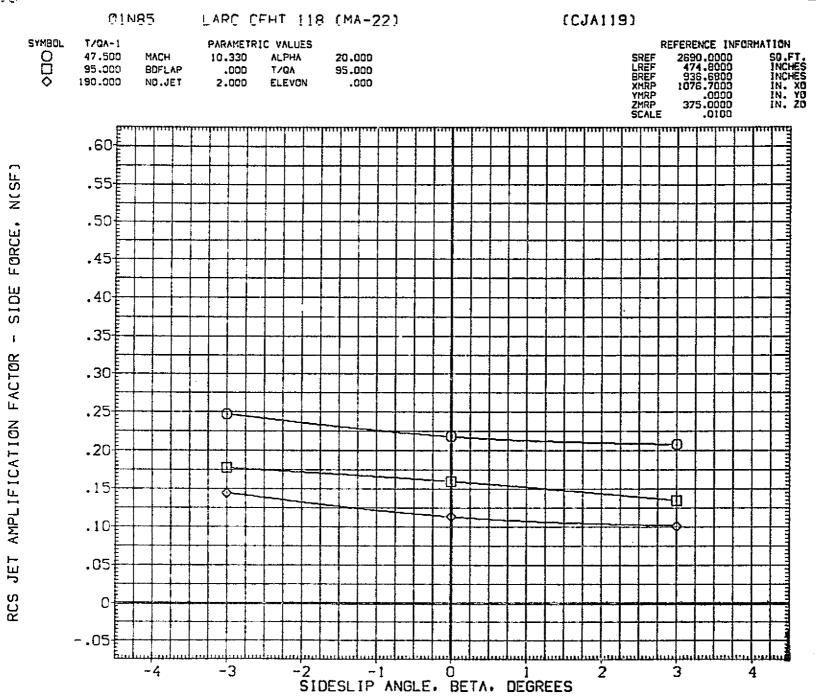


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

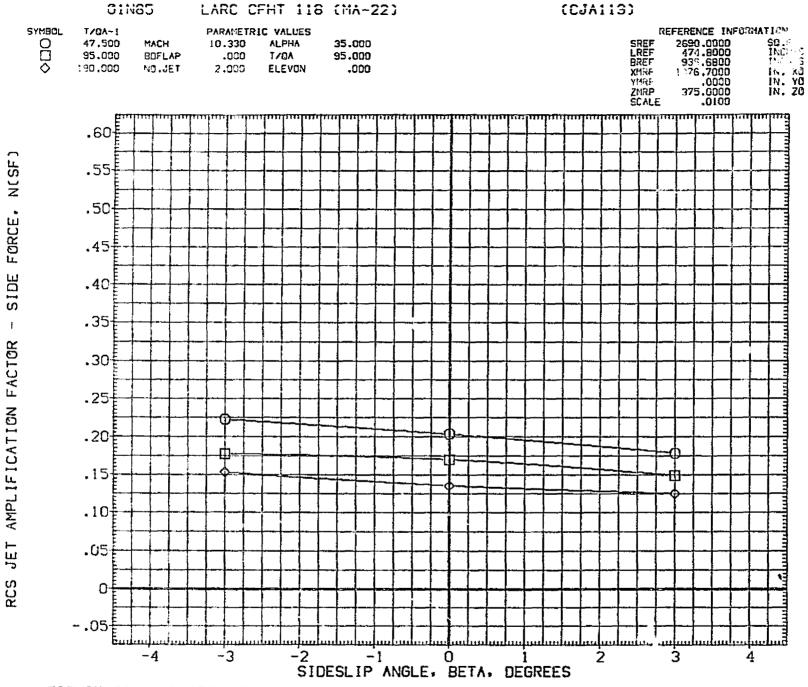


FIGURE 89. AMPLIFICATION FACTOR IN YAW, N85 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

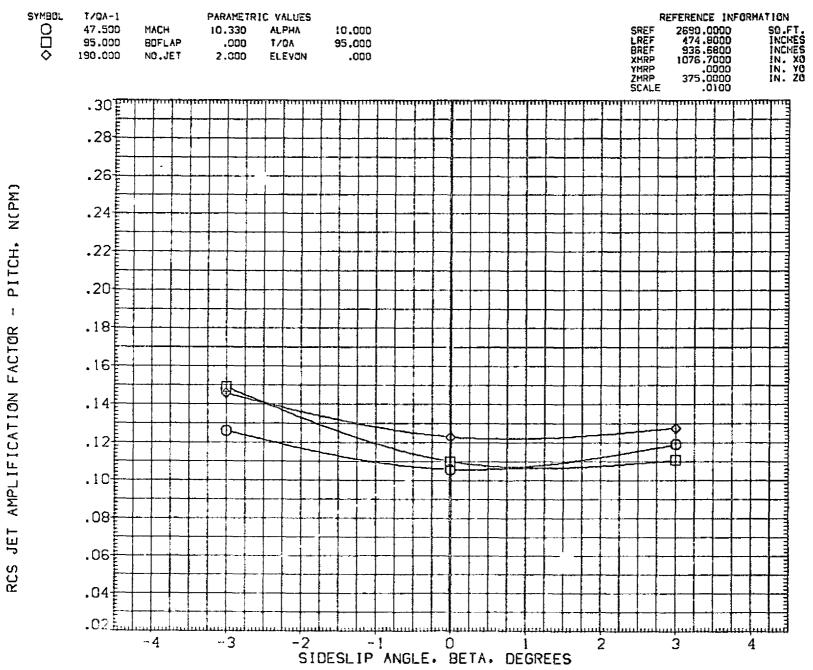


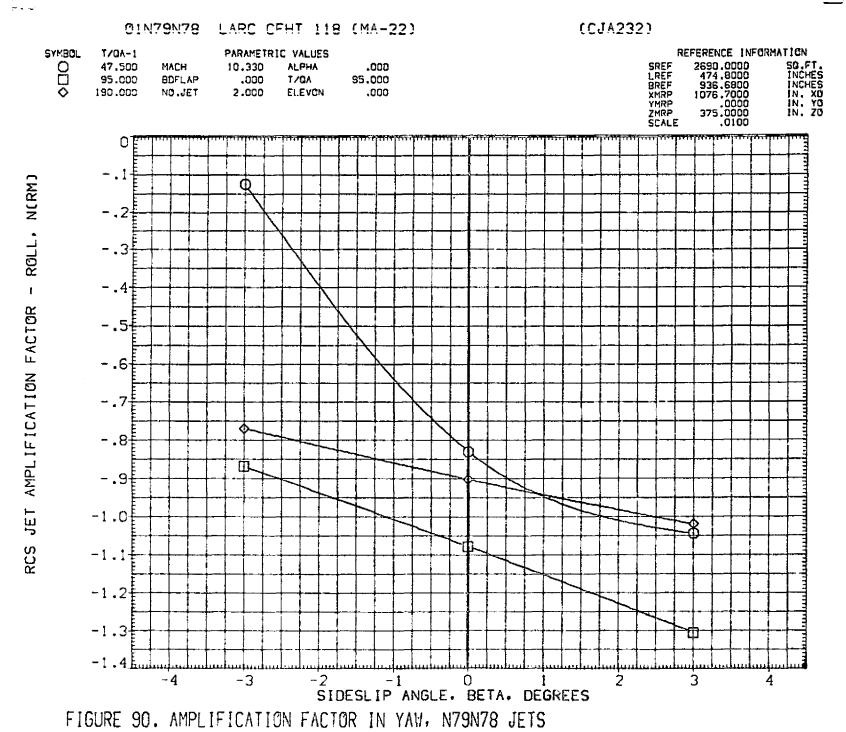
FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

SIDESLIP ANGLE. BETA. DEGREES

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS



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FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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SYMBOL	T/QA-1	PARAMETRIC VALUES				REFERENCE INFORMATION		
000	47.500 95.000 190.000	MACH BOFLAP NO.JET	10.330 .000 2.000	ALPHA T/QA ELEVON	20,000 95,000 ,000	SREF LREF BREF XMRP YMRP ZMRP SCALE	2690.0000 474.8000 936.6800 1076.7000 .0000 375.0000	SO.FT. INCHES INCHES IN. XO IN. YO IN. ZO
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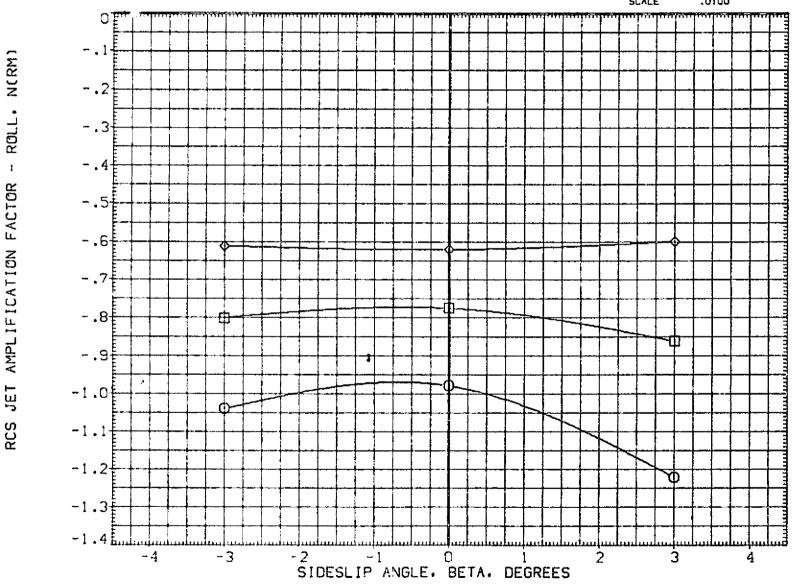


FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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SIDESLIP ANGLE. BETA. DEGREES

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTOR IN YAW. N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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-2 -1 0 1 SIDESLIP ANGLE, BETA, DEGREES

FIGURE 90. AMPLIFICATION FACTOR IN . W. N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTUR IN YAW. N79N78 JETS

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SIDESLIP ANGLE, BETA, DEGREES

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FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTOR IN YAW. N79N78 JETS

-2 -1 0 1 SIDESLIP ANGLE, BETA, DEGREES

FIGURE 90. AMPLIFICATION FACTOR IN YAW. N79N78 JETS

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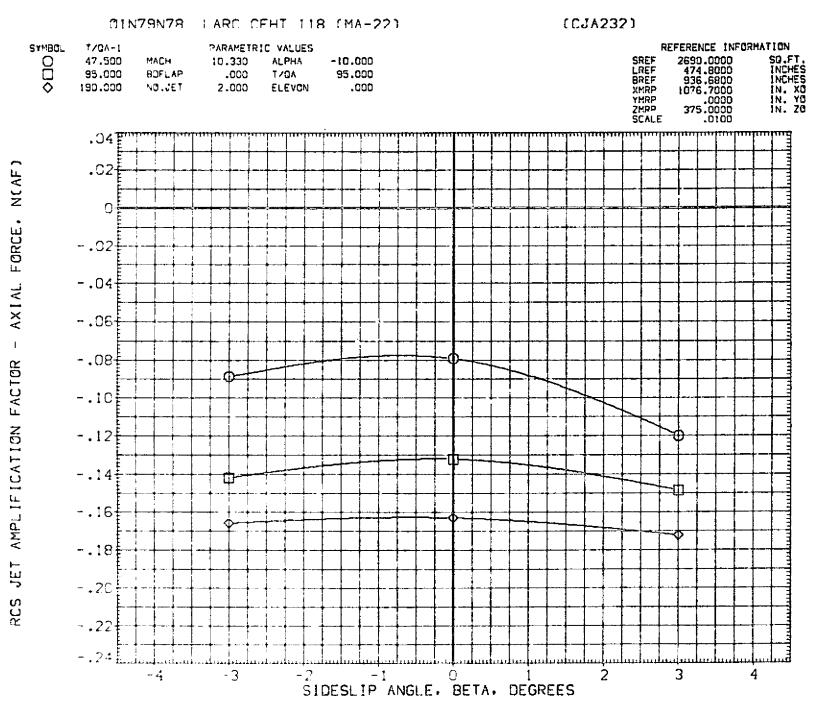


FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

FIGURE 90. AMPLIFICATION FACTOR IN YAW. N79N78 JETS

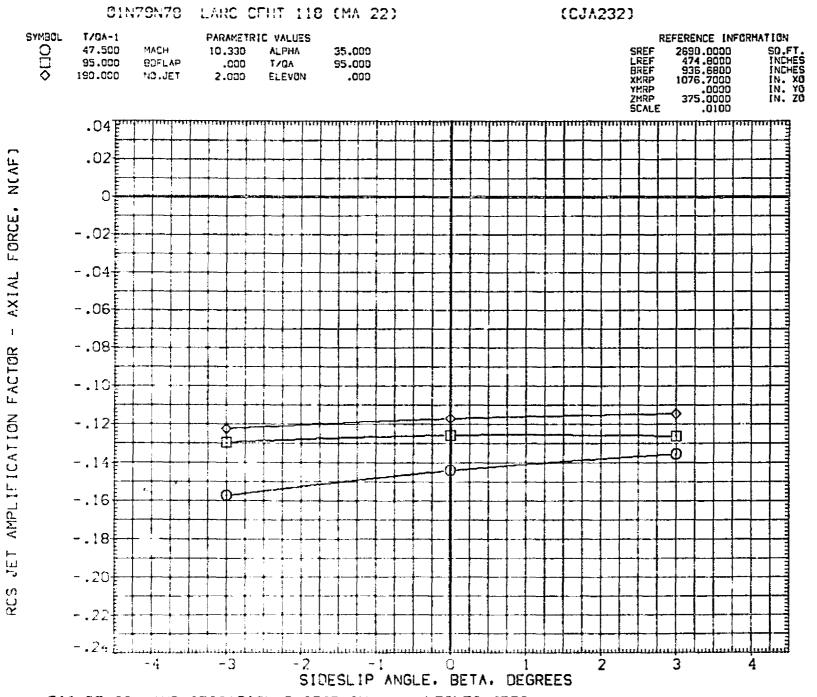


FIGURE 90. AMPLIFICATION FACTOR IN YAW. N79N78 JETS

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FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

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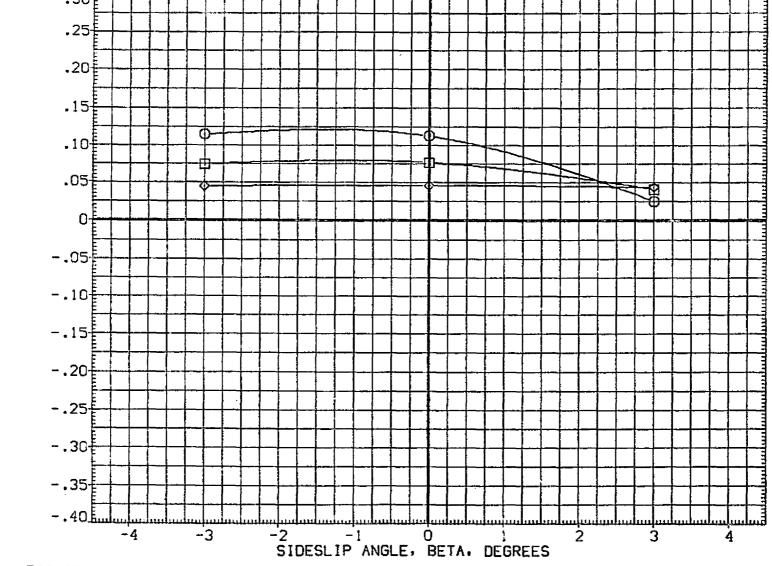


FIGURE 90. AMPLIFICATION FACTOR IN YAW, N79N78 JETS

SIDE

AMPLIFICATION FACTOR

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

-2 -1 0 1 SIDESLIP ANGLE, BETA, DEGREES

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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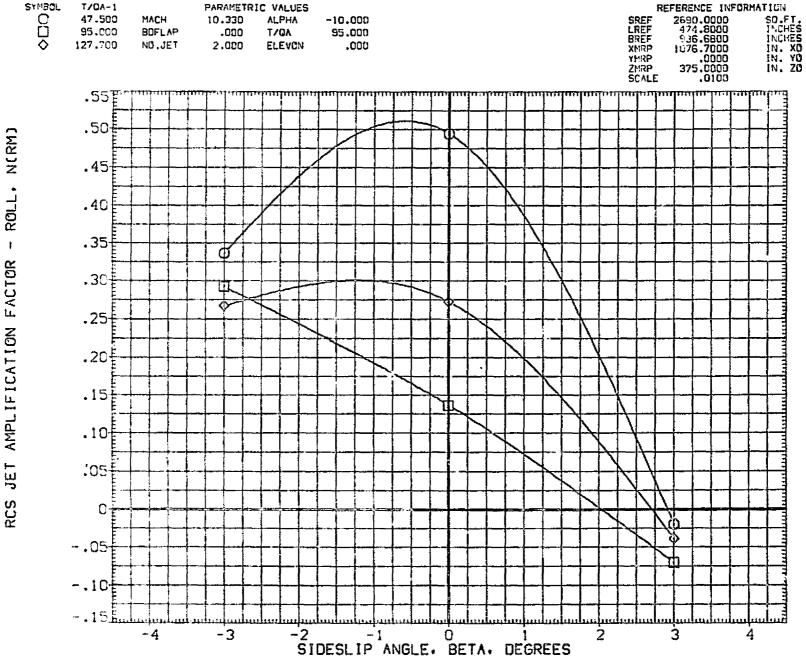


FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N5ON85 JETS

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW. N50N85 JETS

SIDESLIP ANGLE, BETA, DEGREES

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

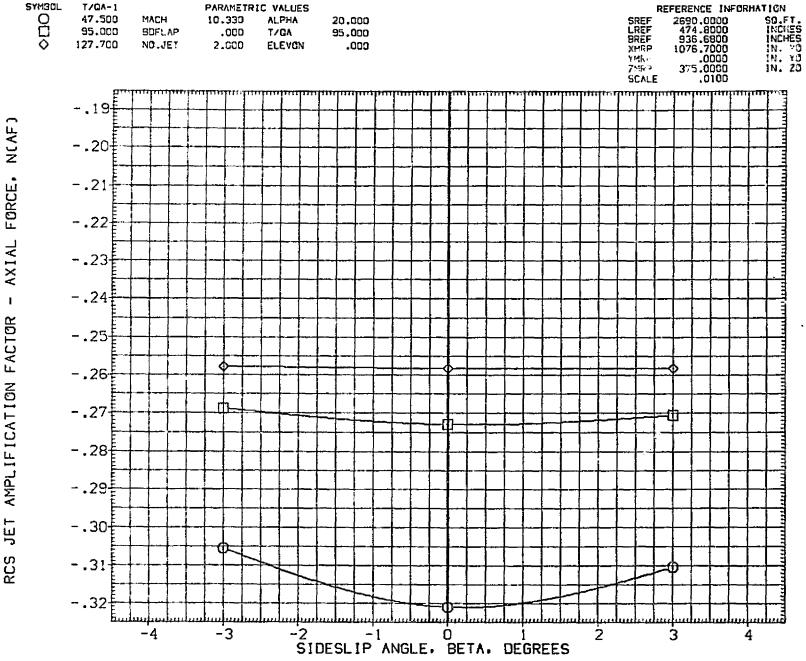


FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

SIDESLIP ANGLE, BETA, DEGREES

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

0 SIDESLIP ANGLE, BETA, DEGREES

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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-.30<u>F.</u>.

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FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

SIDE .10 AMPLIFICATION FACTOR .05 -.05 -.10 -.15 JET -.20 RCS

-2 -1 0 1 SIDESLIP ANGLE. BETA. DEGREES

FIGURE 91. AMPLIFICATION FACTOR IN YAW, N50N85 JETS

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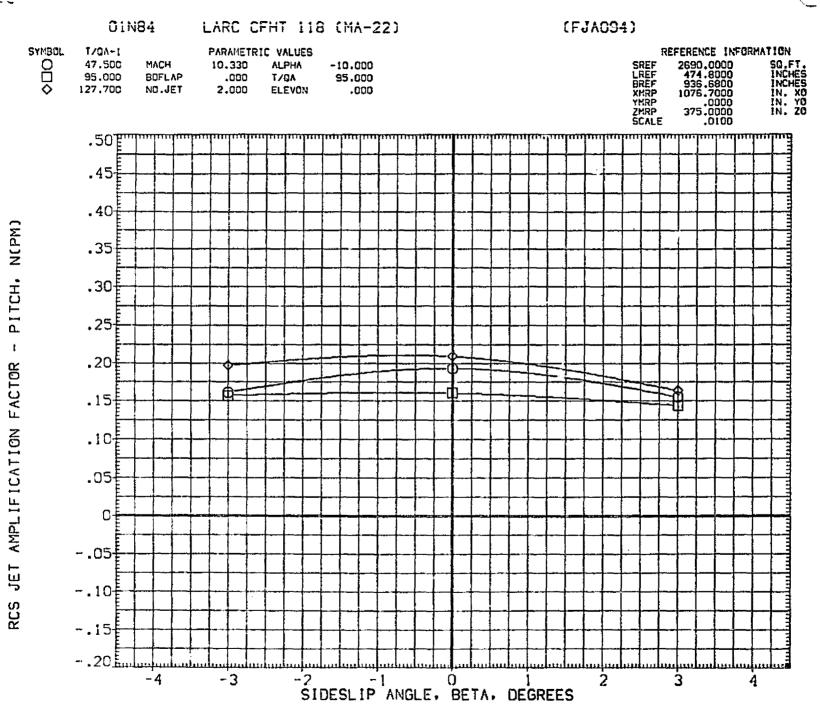


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

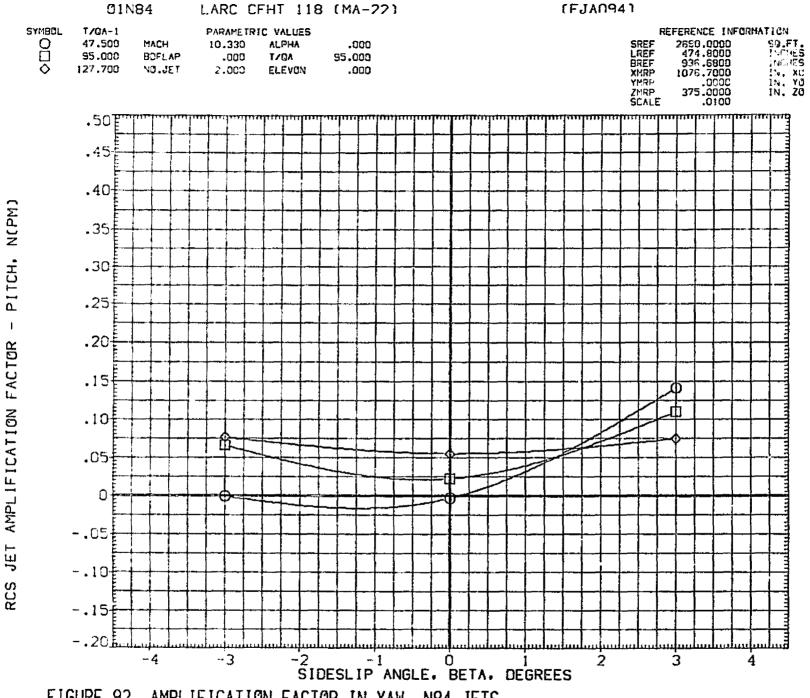


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

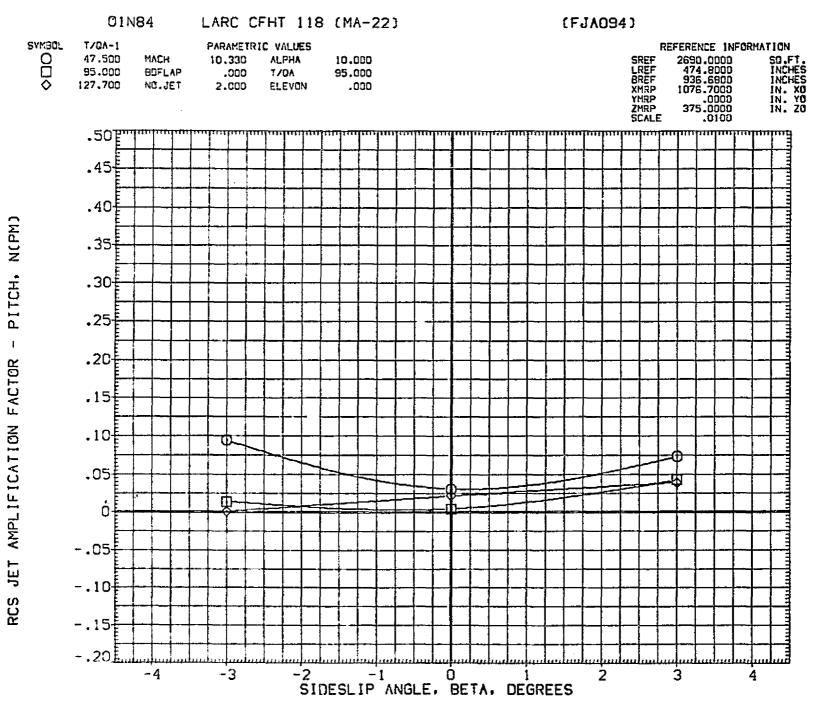


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

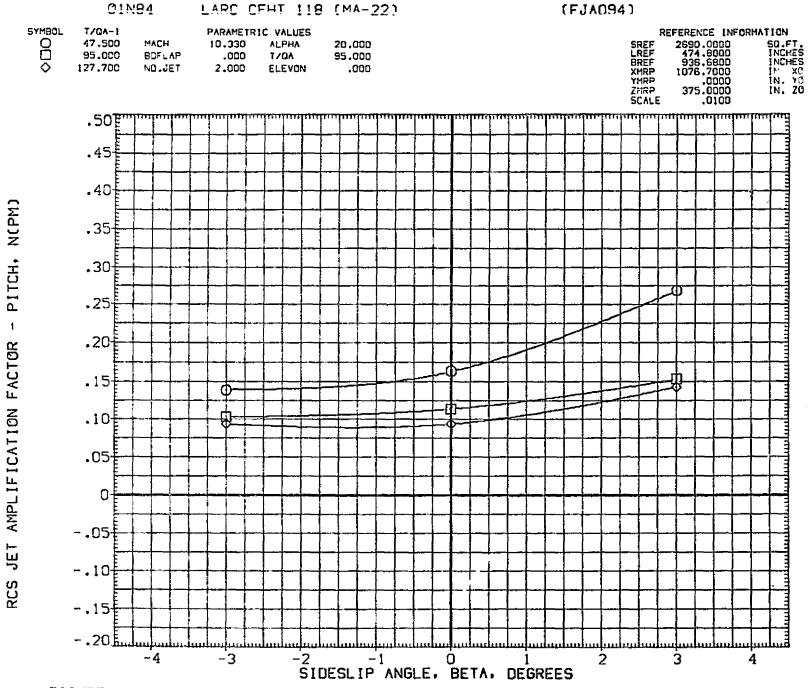


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

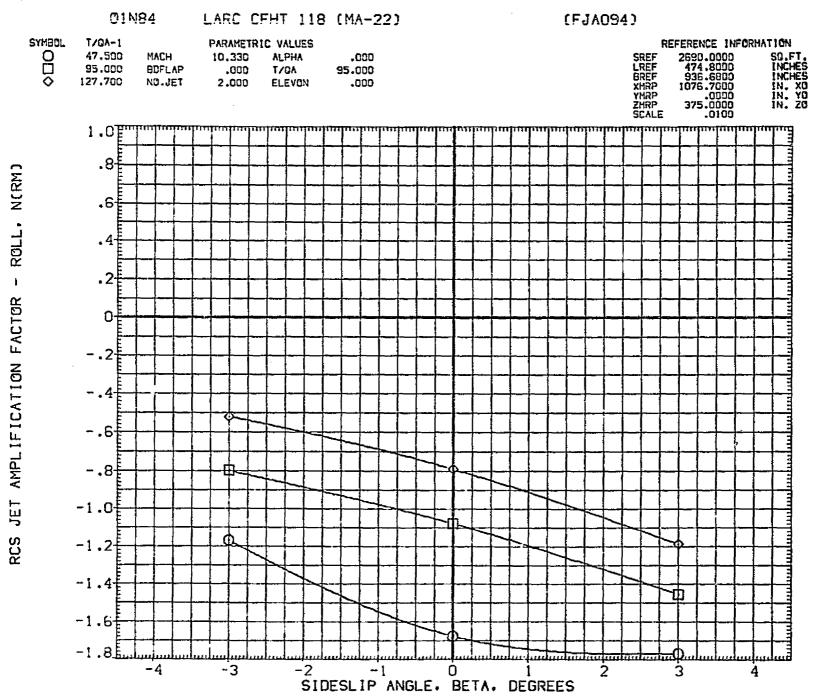


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

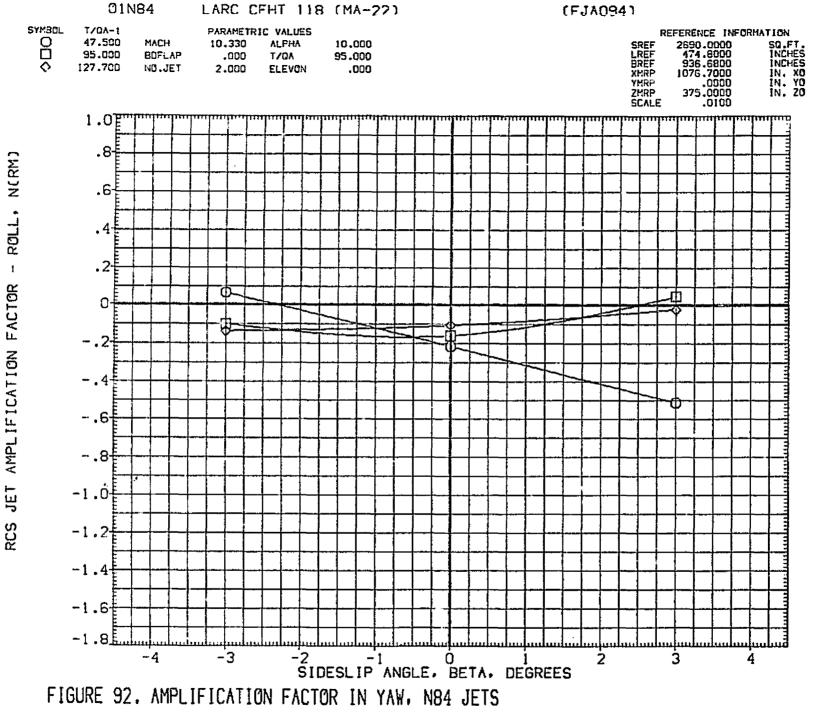


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

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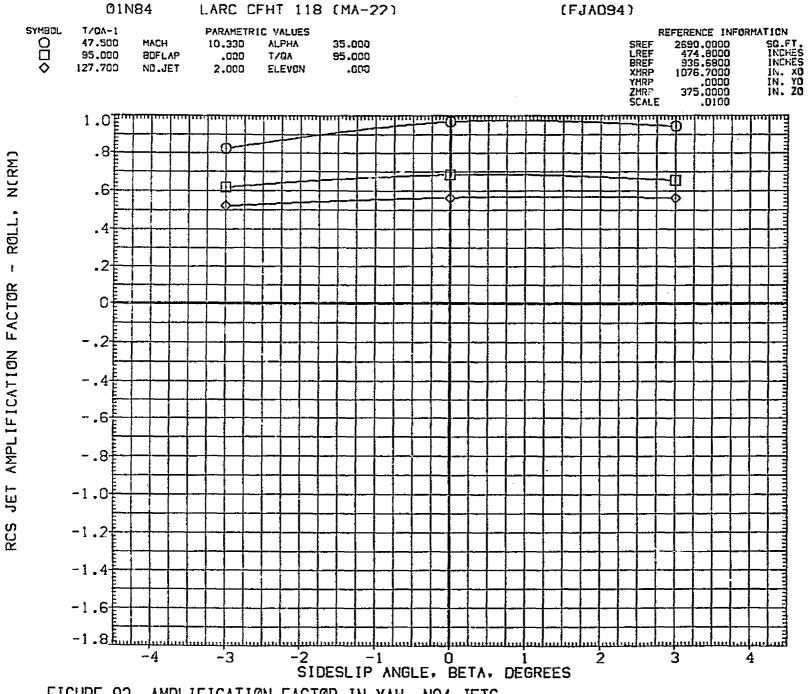


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

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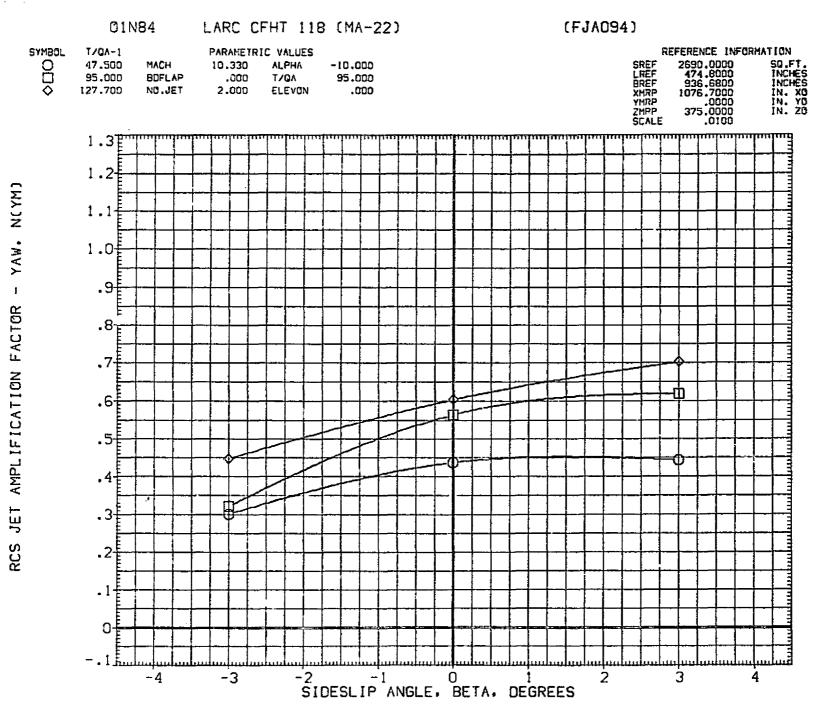


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

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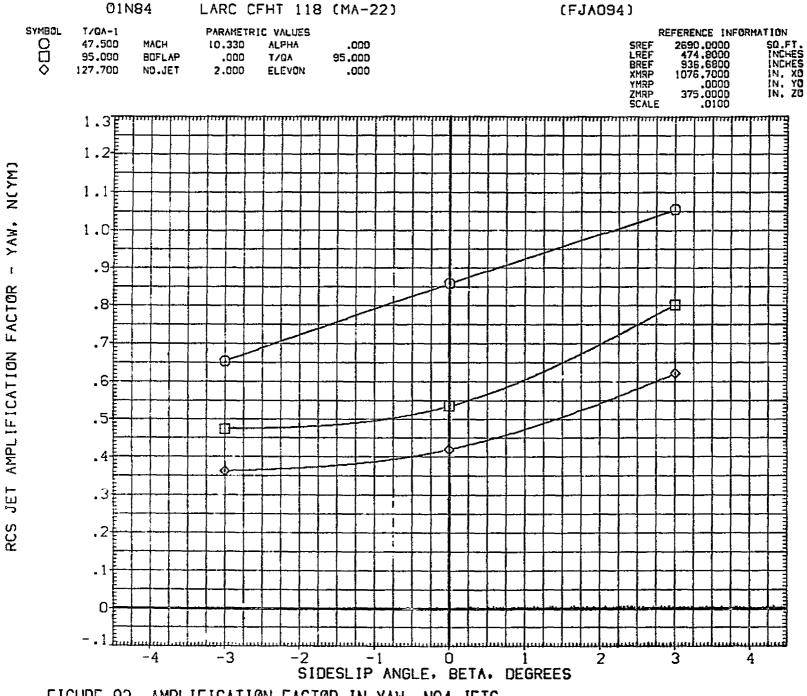


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

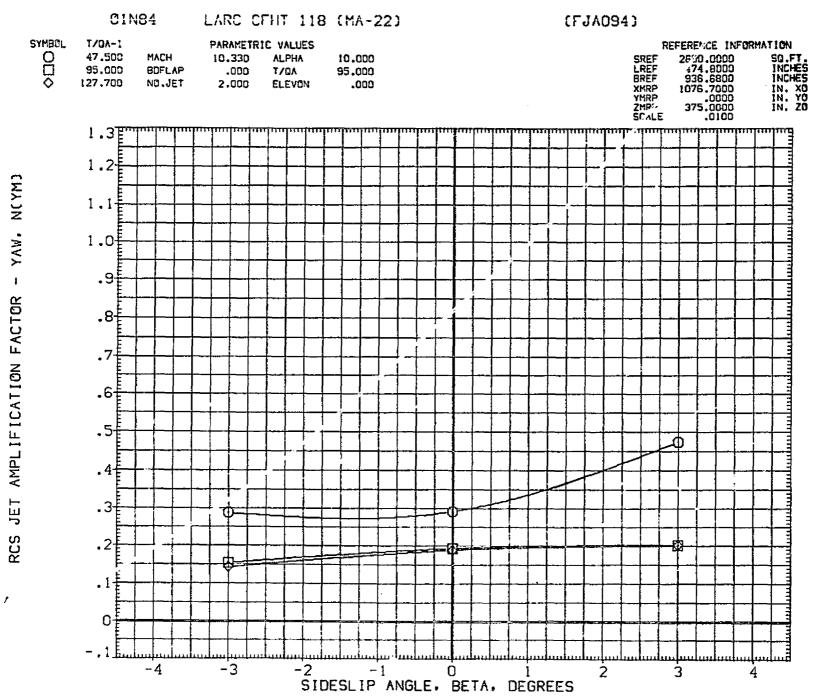


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

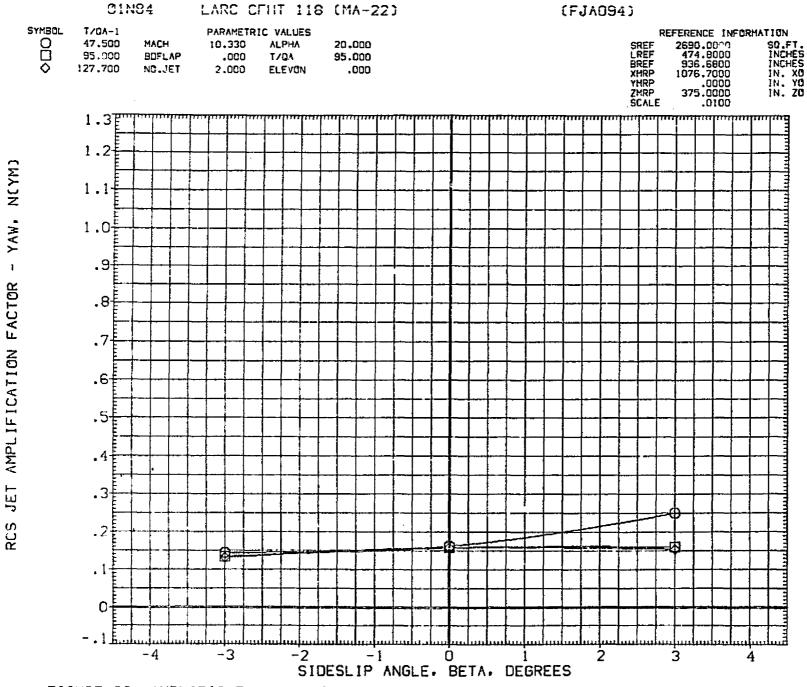


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

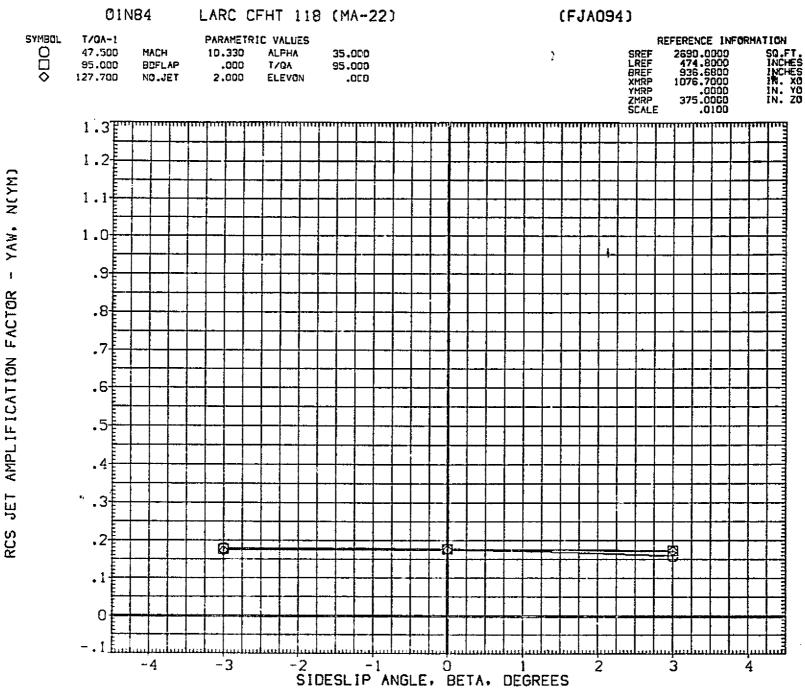


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

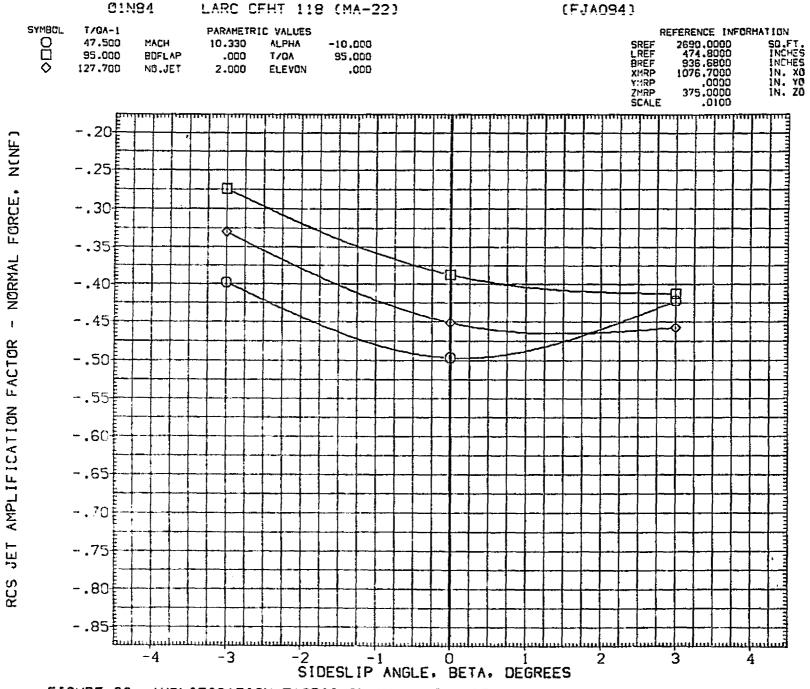


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

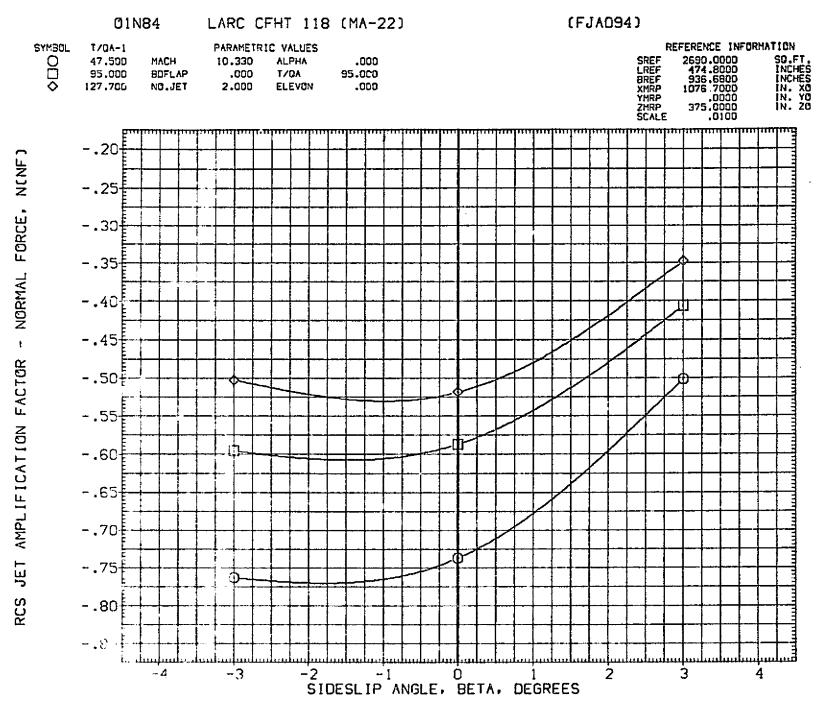


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

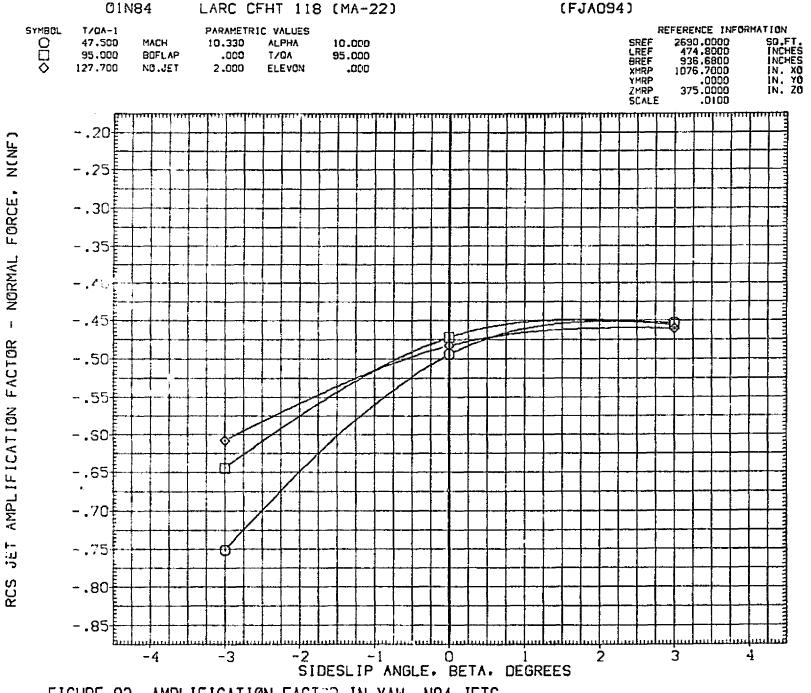


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

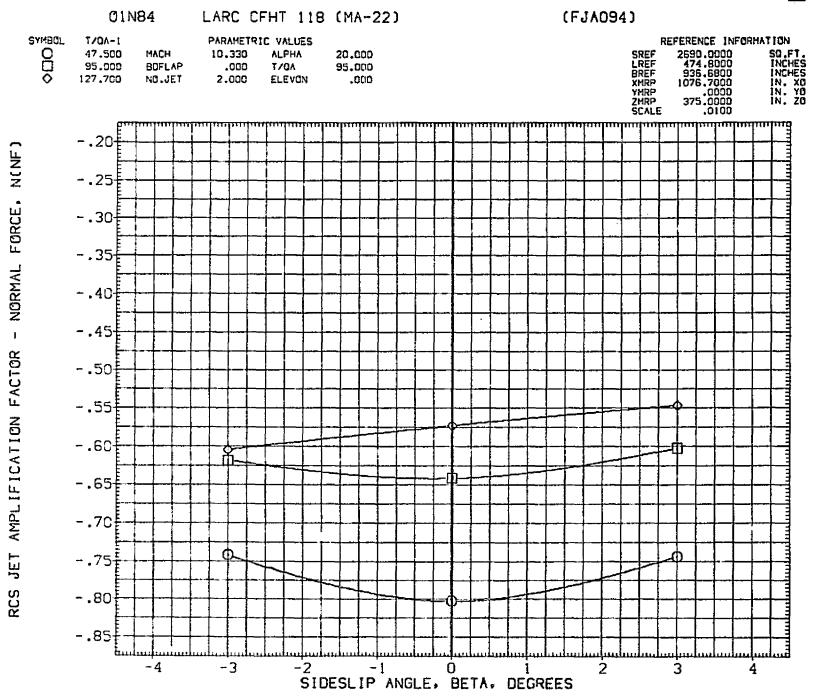


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

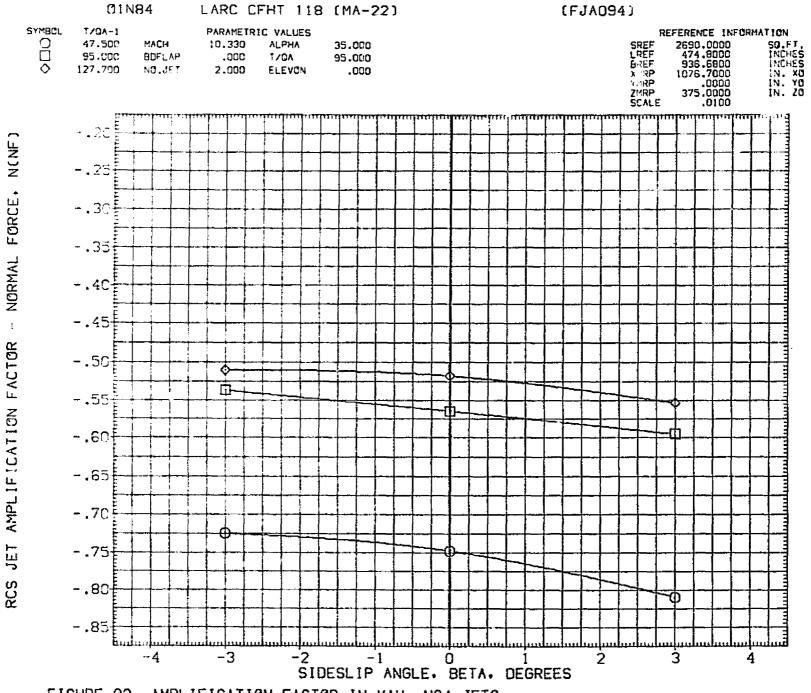


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

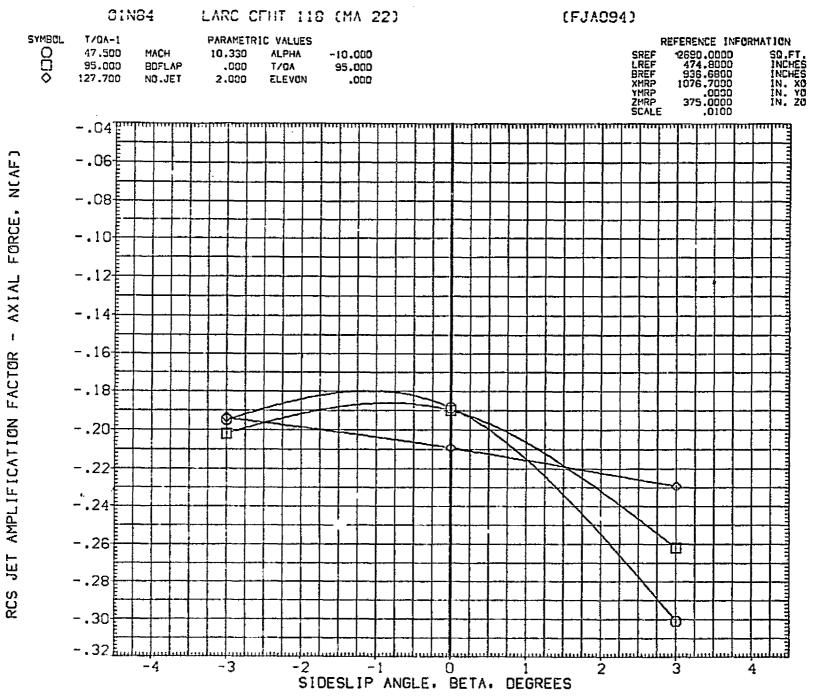


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

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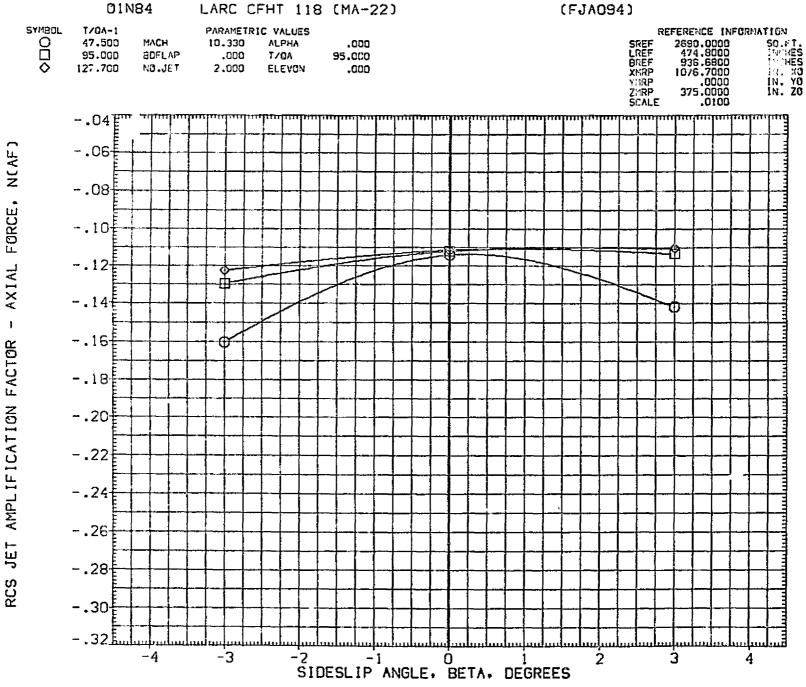
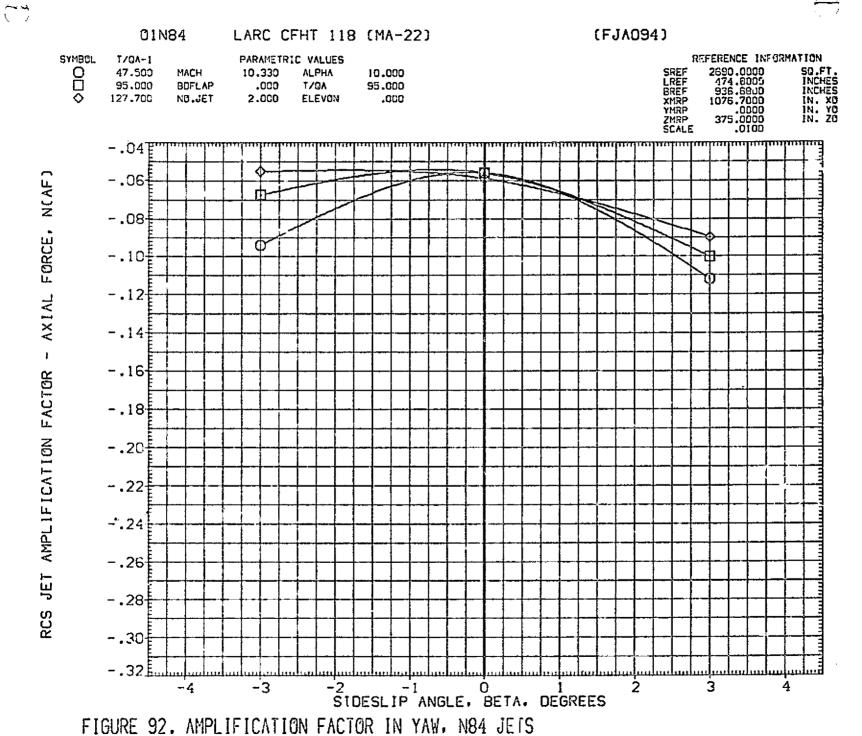


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS



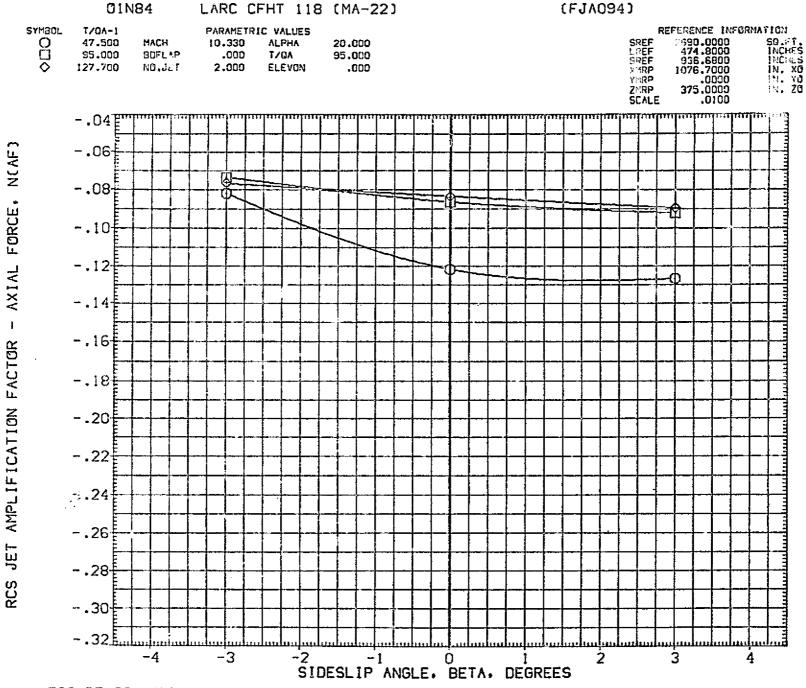


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

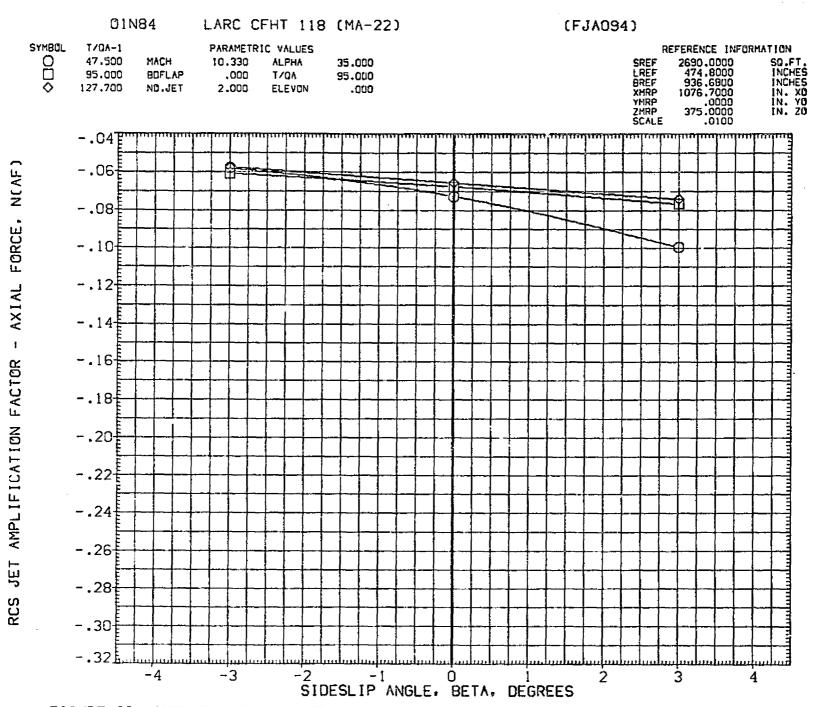
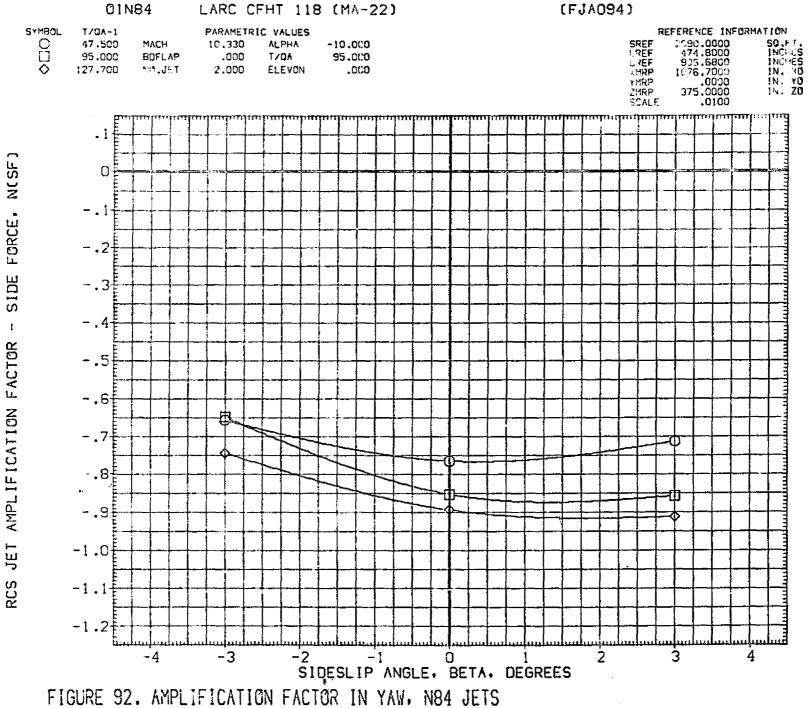


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS



PAGE 1871

FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

1 = 1

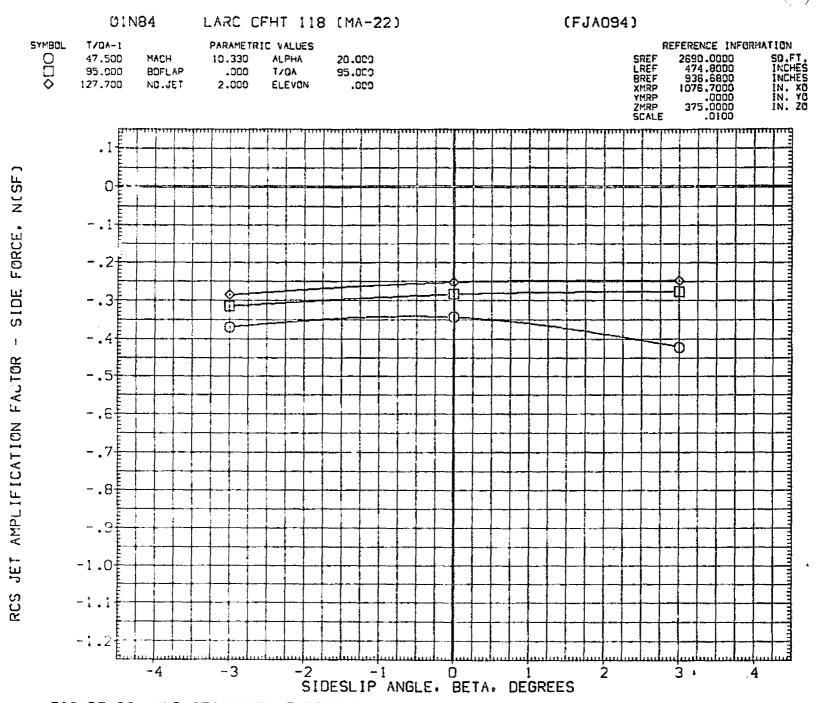


FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

FIGURE 92. AMPLIFICATION FACTOR IN YAW, N84 JETS

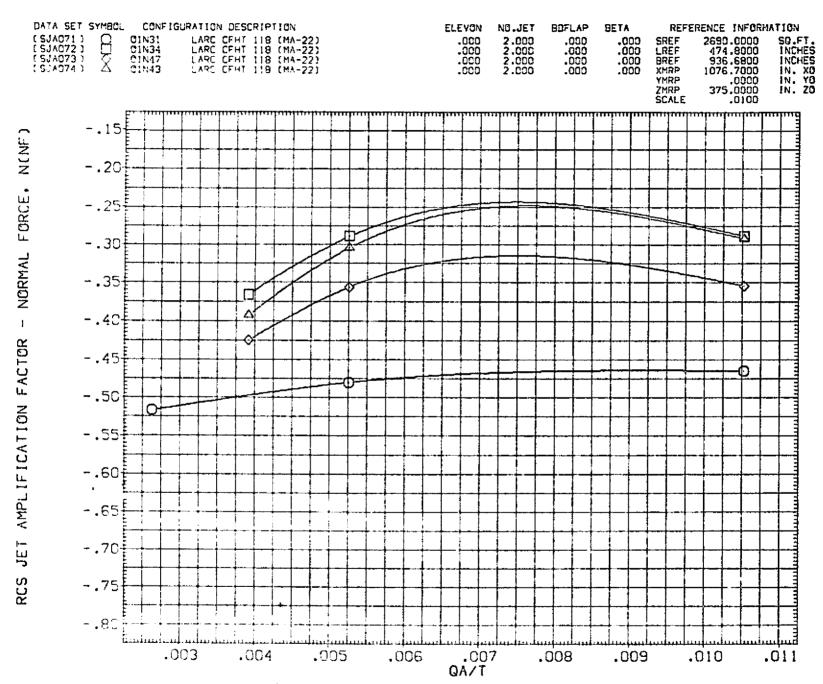


FIGURE 93. AREA RATIO EFFECTS. L/H DOWN FIRING JETS

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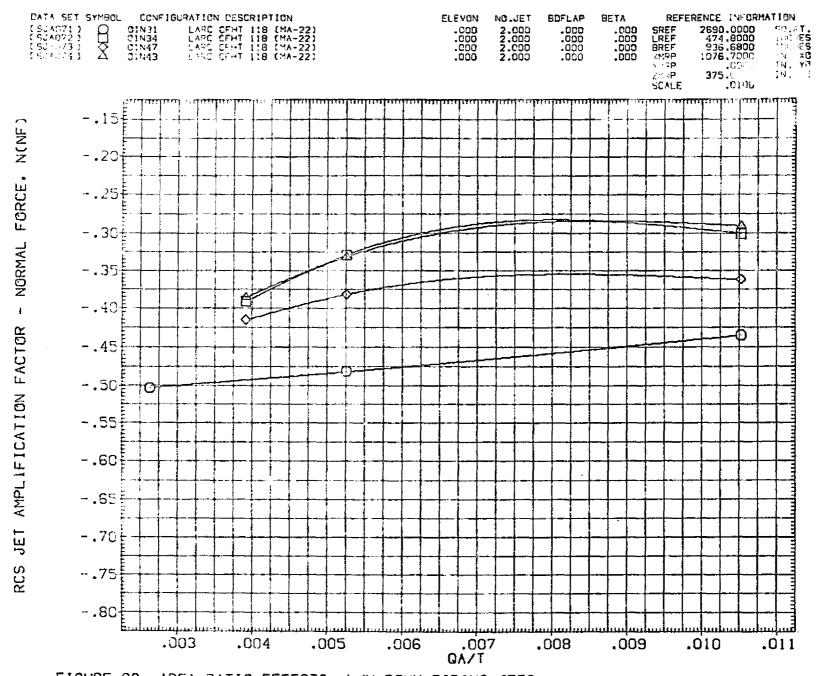


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(B)ALPHA = -6.00

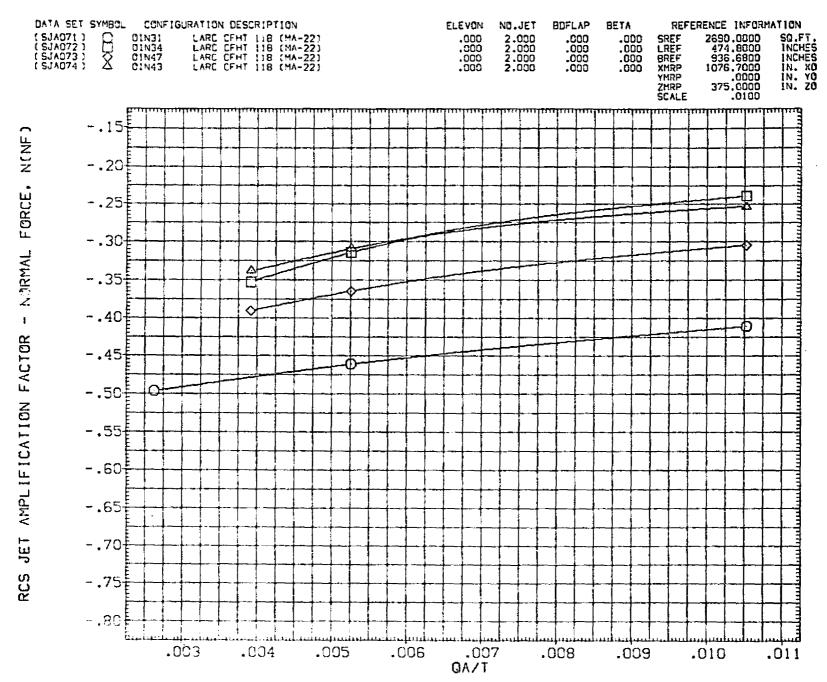


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

CODALPHA = -4.00

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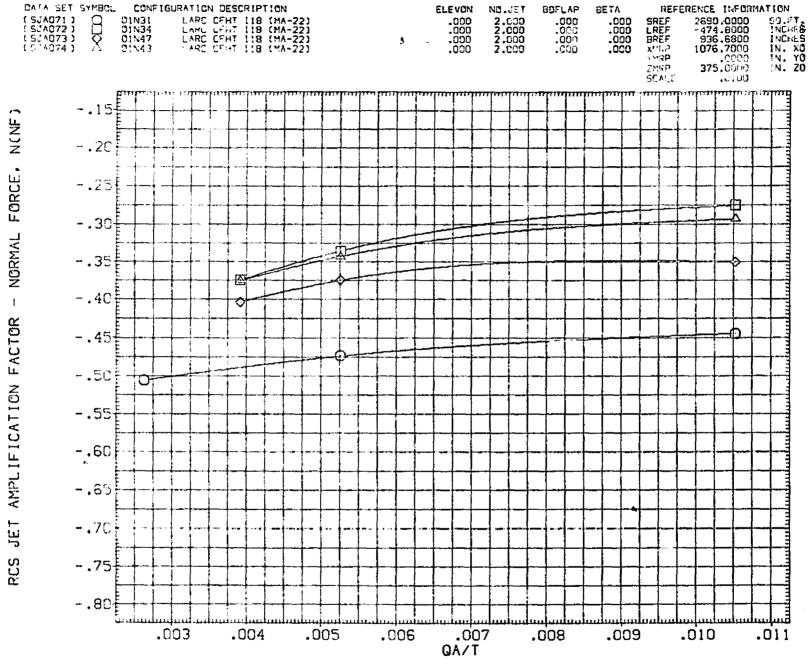


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(D)ALPHA = -2.00

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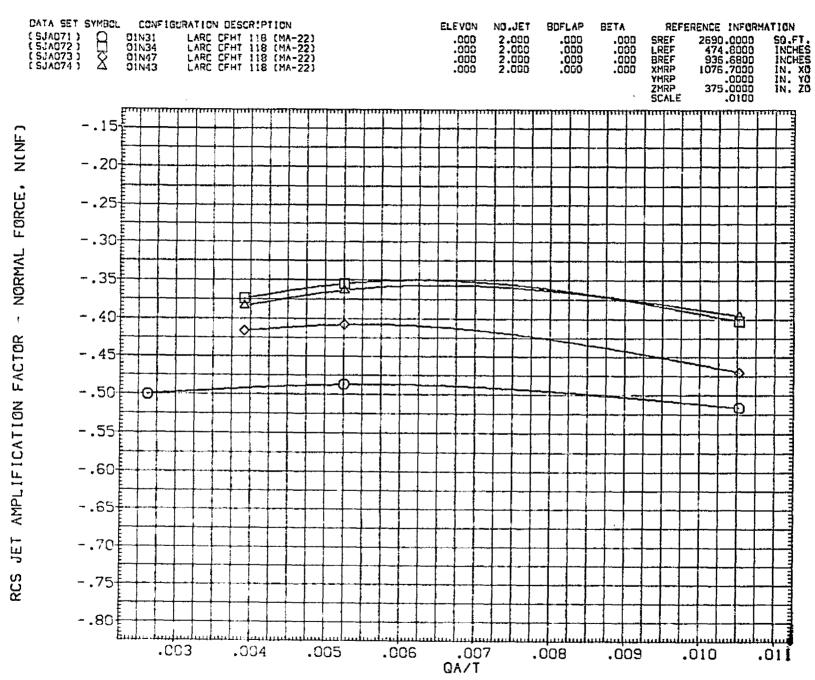


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(E)ALPHA = .00

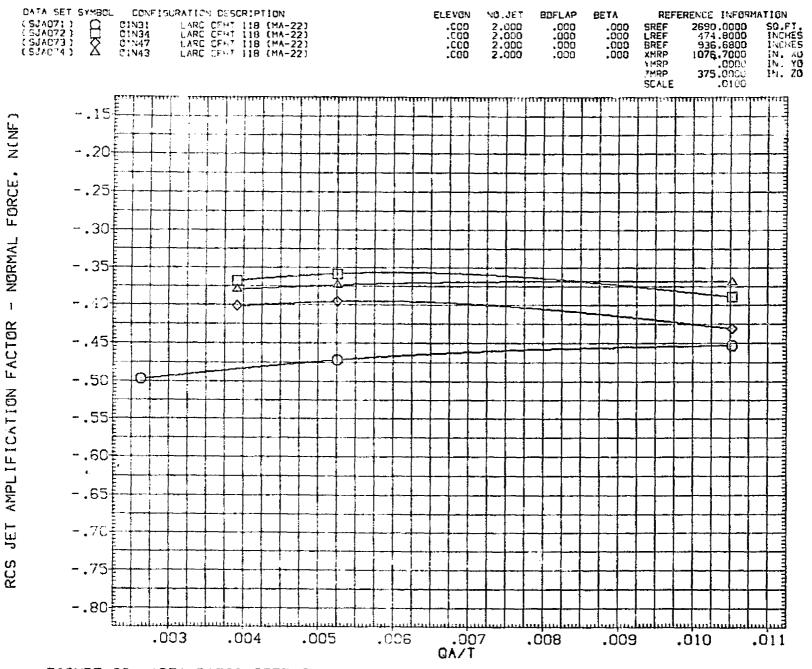


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(F)ALPHA = 2.00

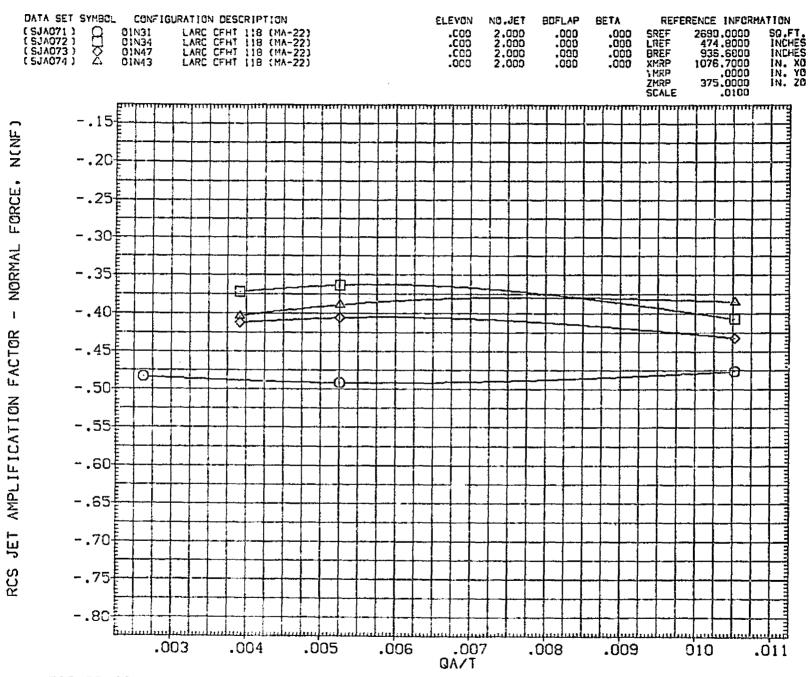


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

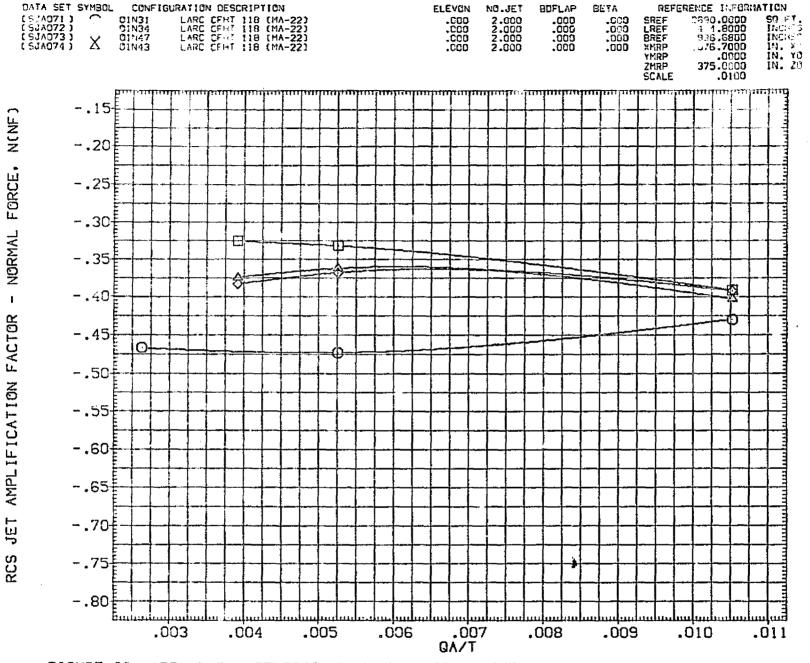


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (H)ALPHA =6.00

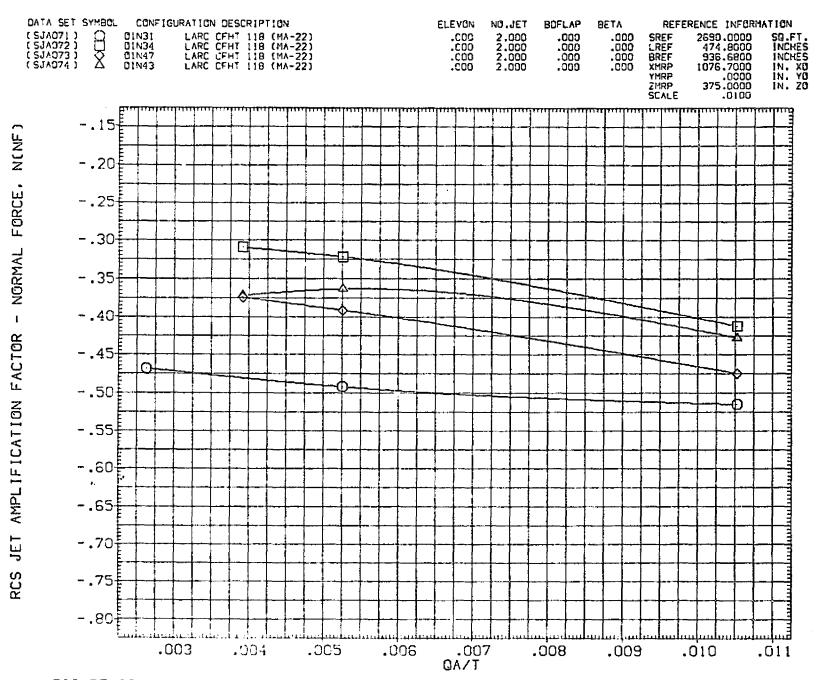


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

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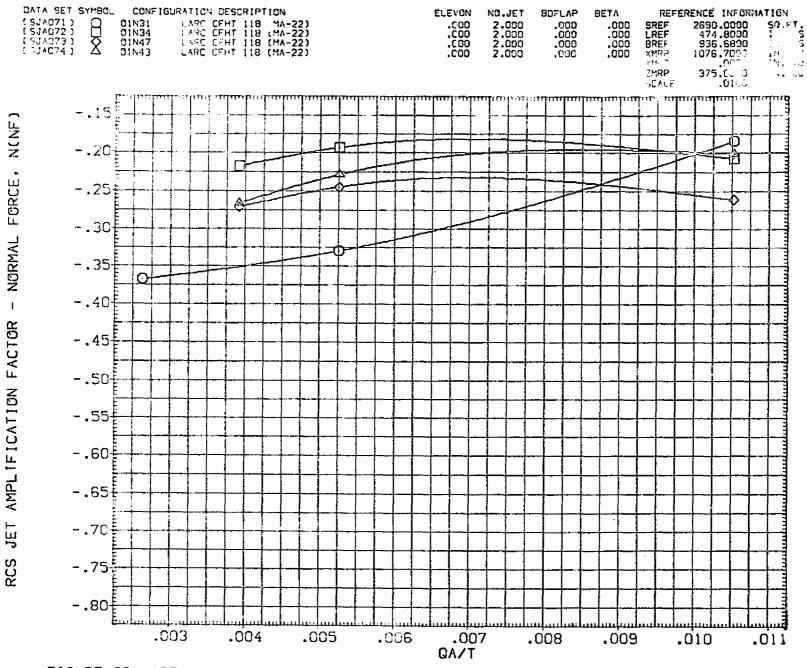


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (J)ALPHA = 10.00

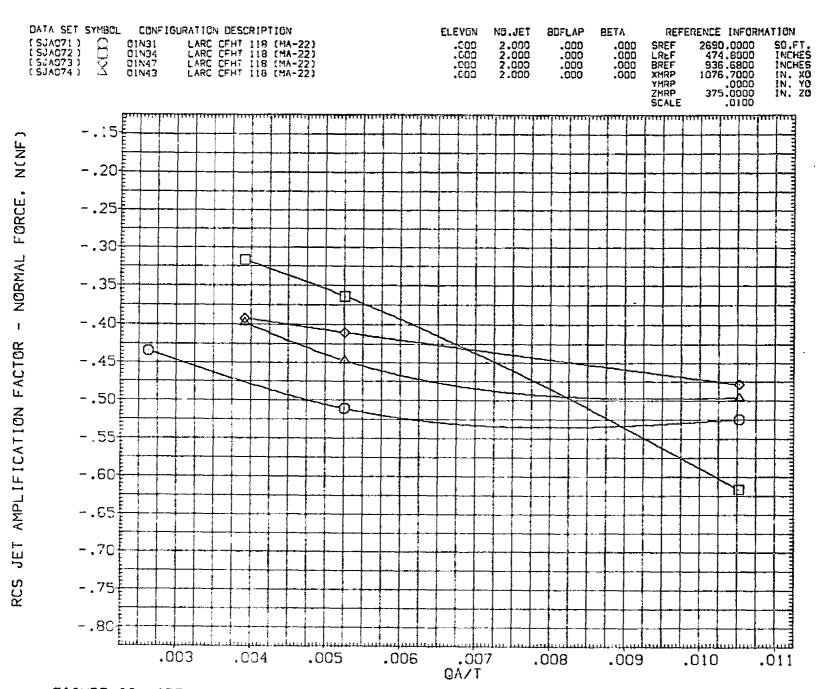


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

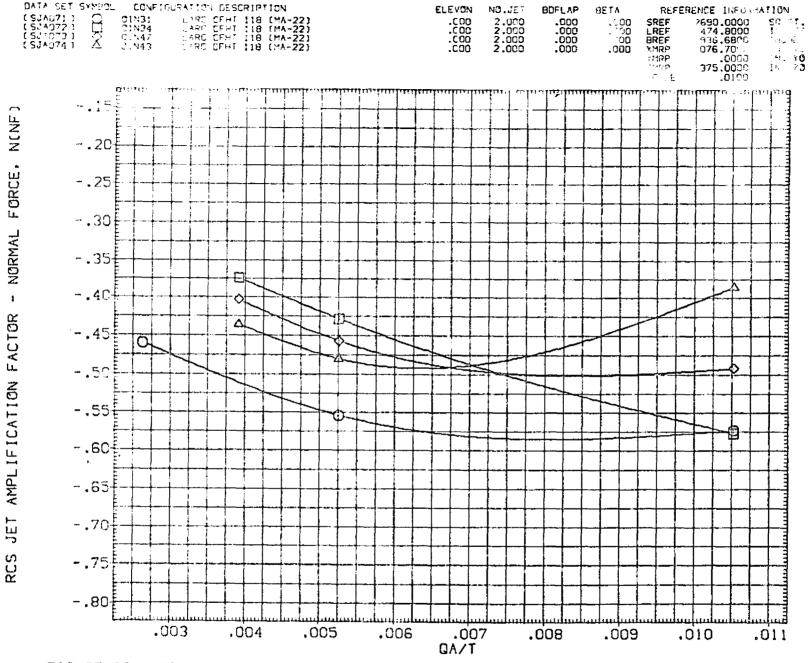


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (L)ALPHA = 20.00

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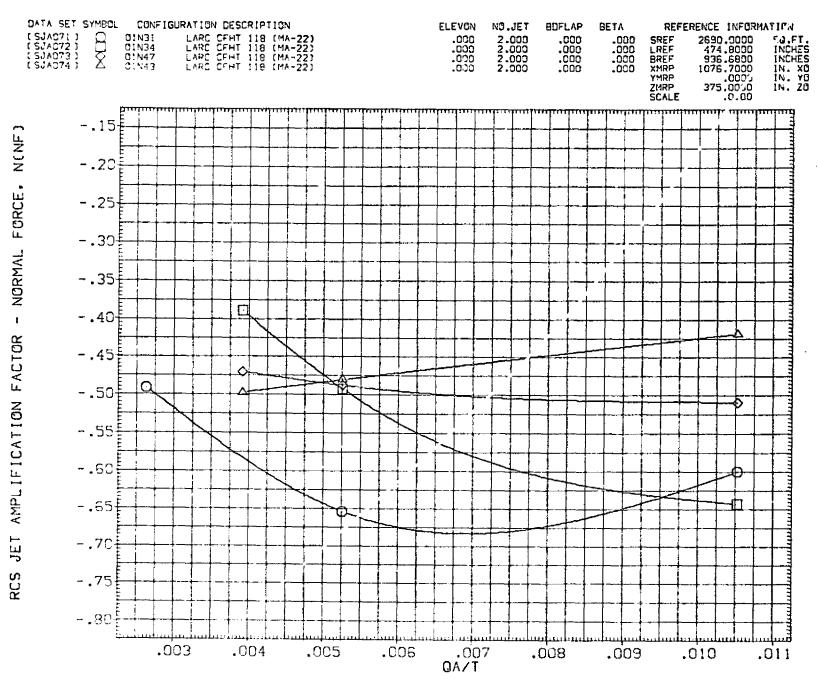


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

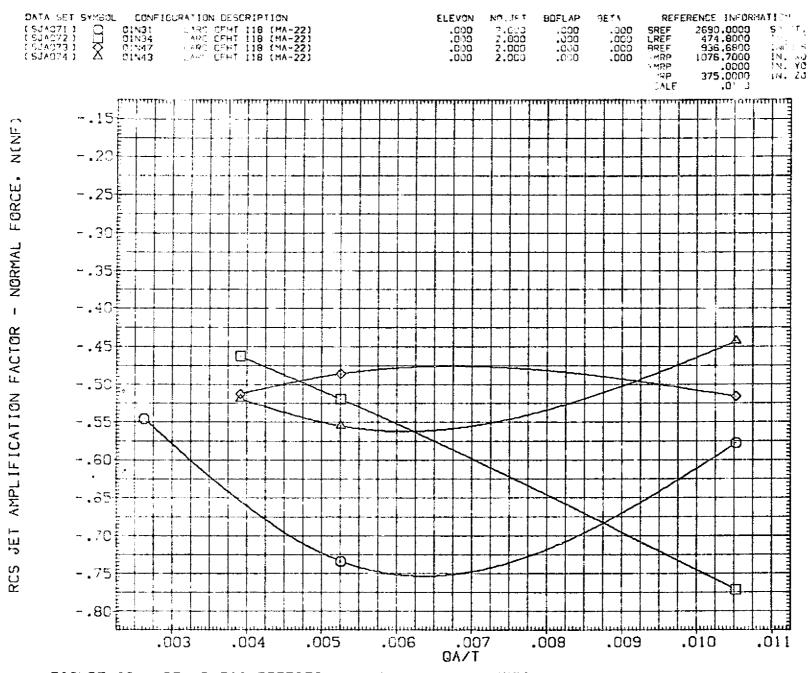


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

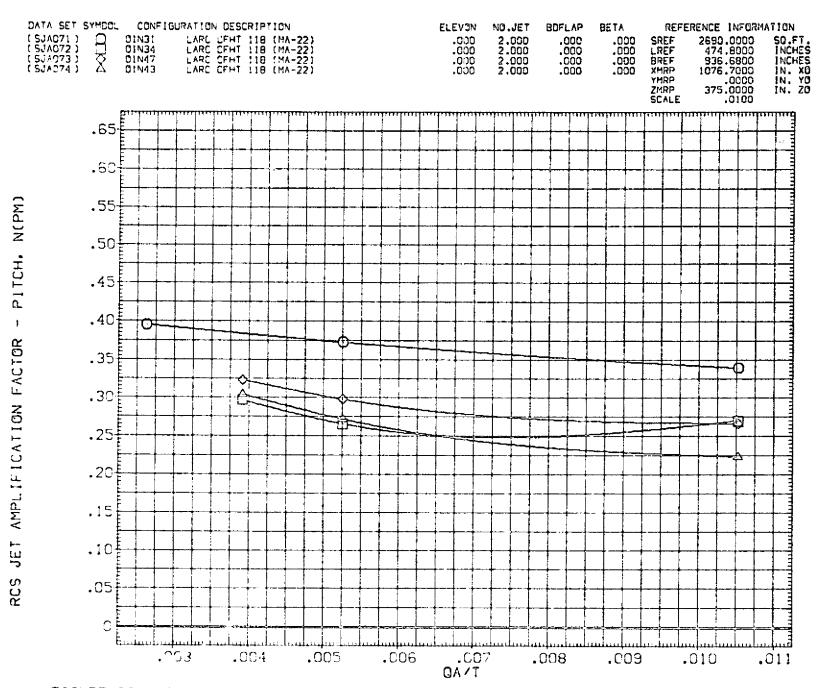


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

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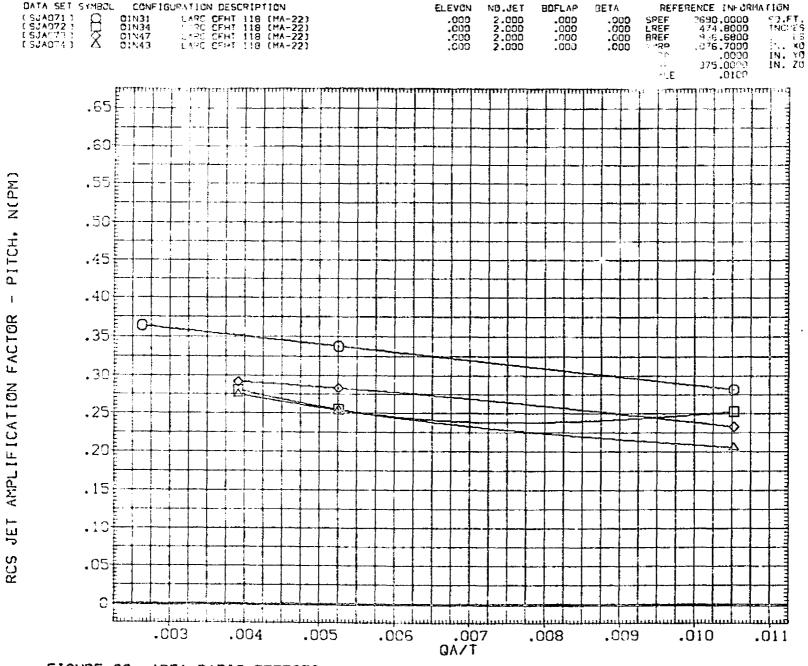


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(B)ALPHA = -6.00

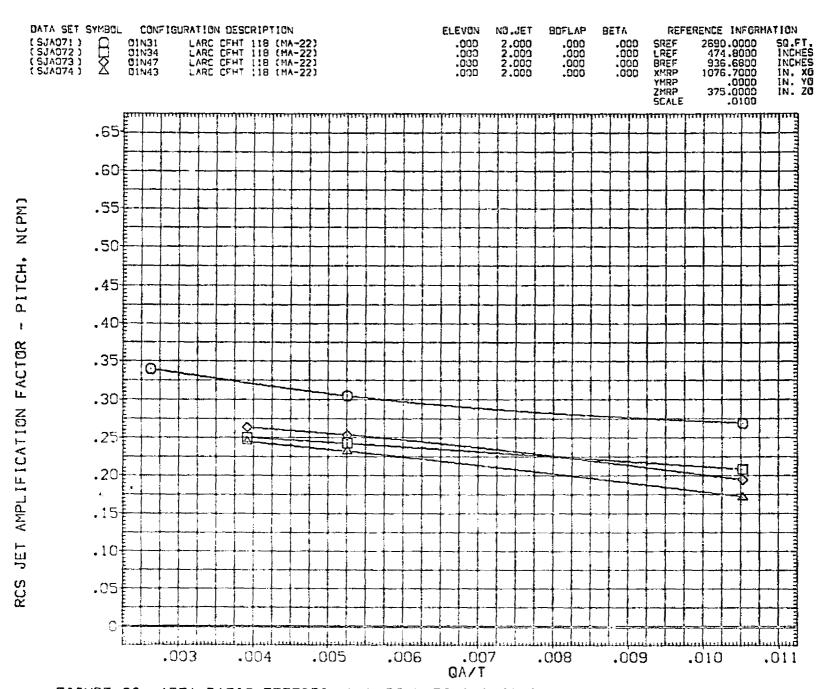


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(C)ALPHA = -4.00

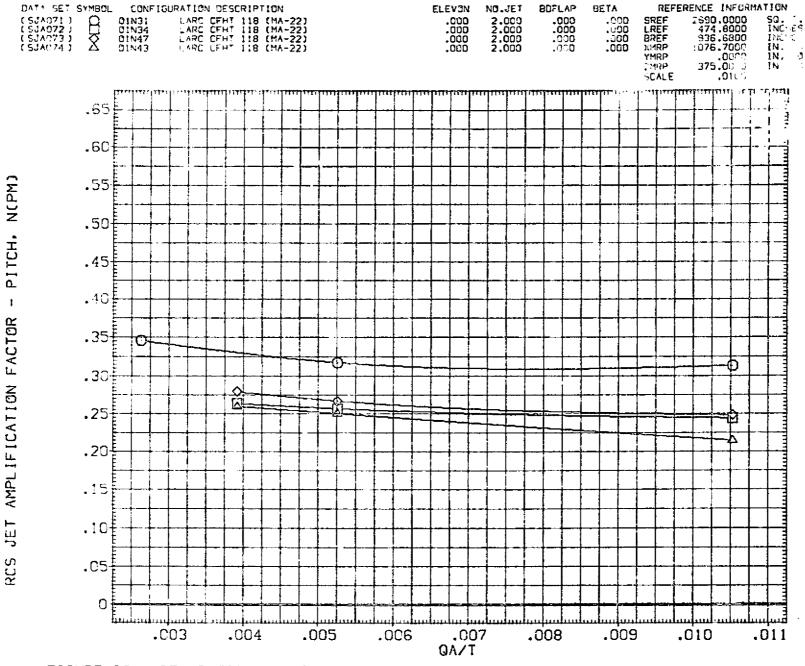


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (D)ALPHA = -2.00

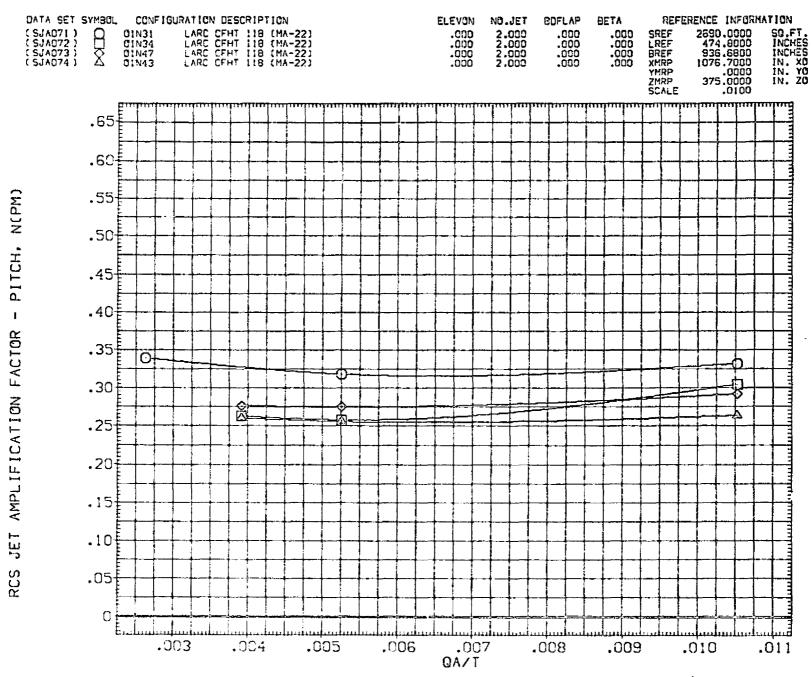


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

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PAGE 1893

 $\mathcal{L} = \mathcal{X}$

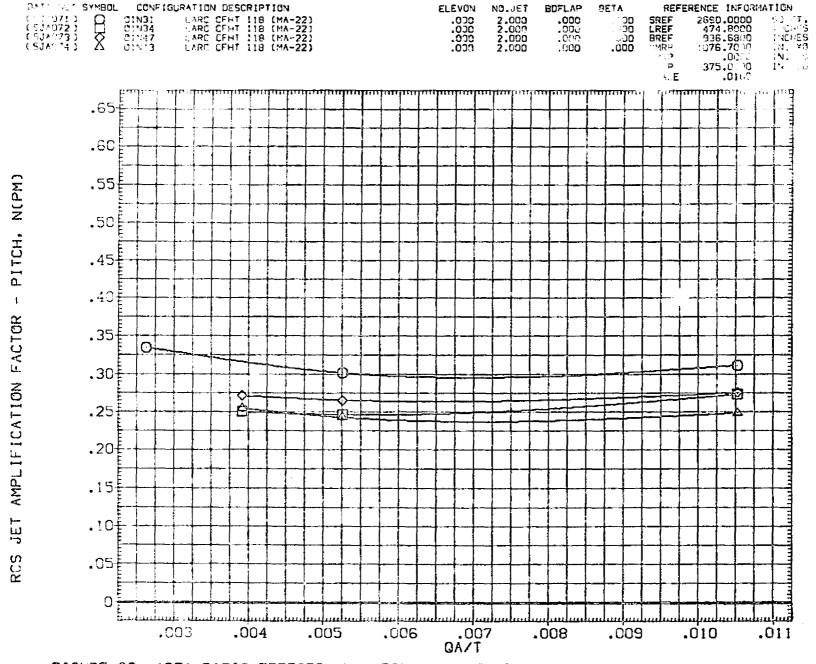


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (F)ALPHA = 2.00 PAGE 1894

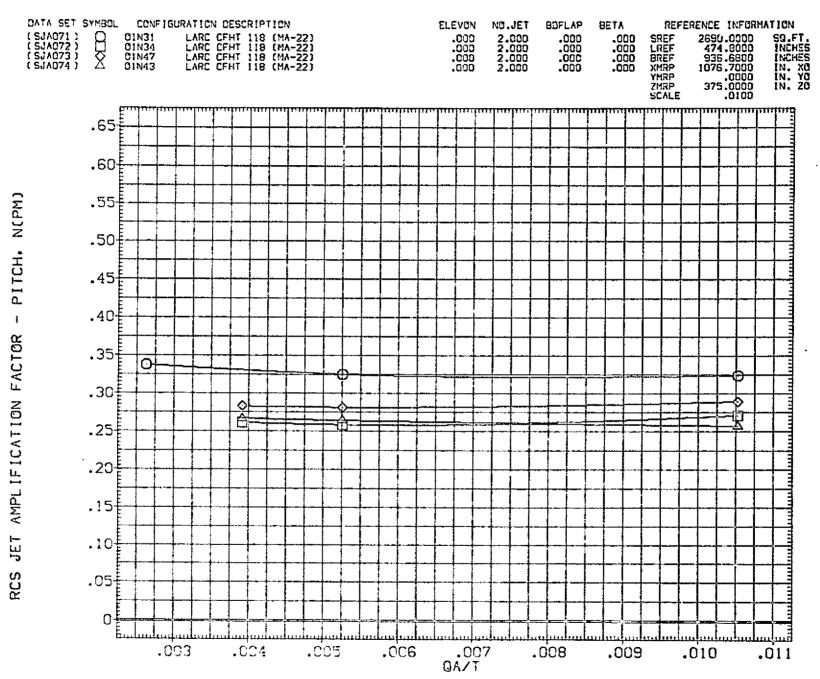
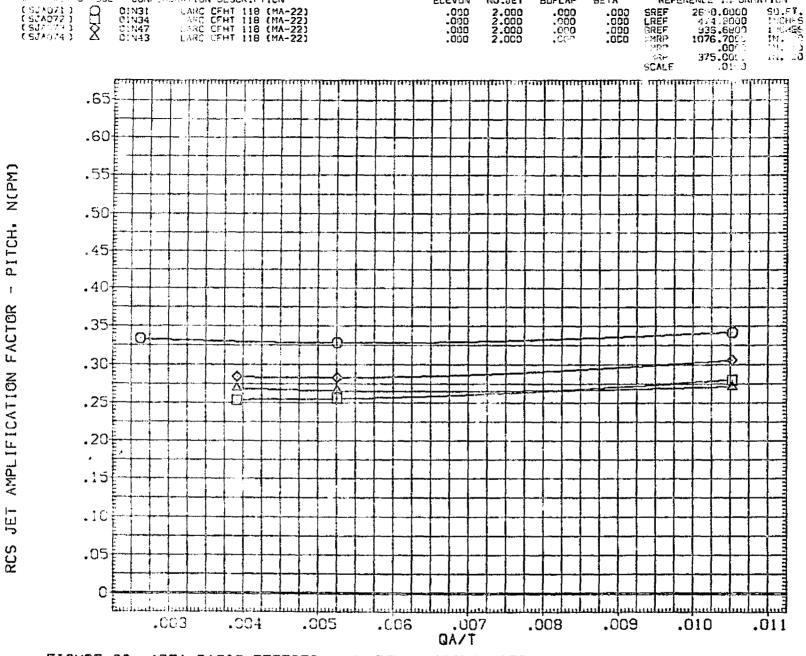


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (G)ALPHA = 4.00



ELEVON

NO.JET

BOFLAP

BETA

REFERENCE INFORMATION

DATA SET SHIBOL

CONFIDURATION DESCRIPTION

FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(H)ALPHA = 6.00

PAGE 1896

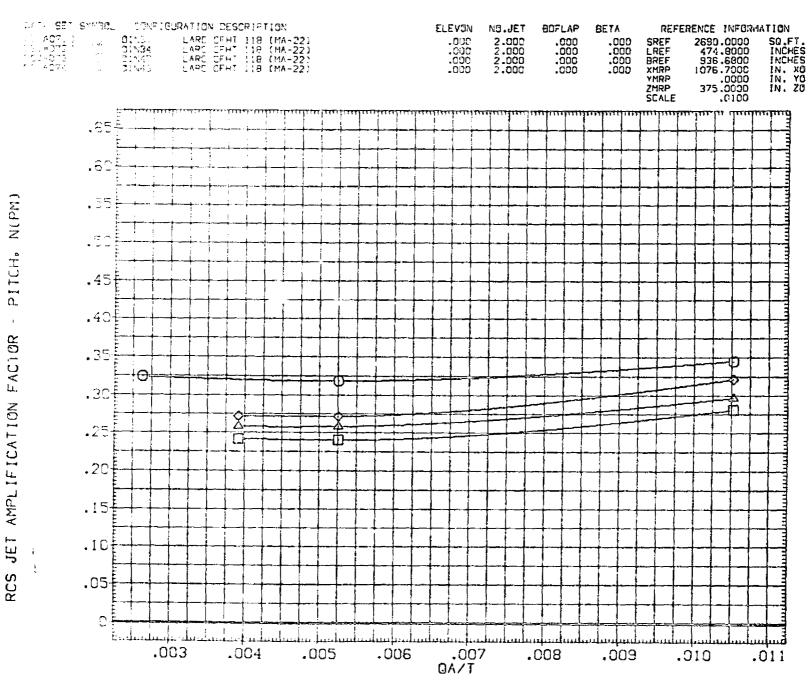


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

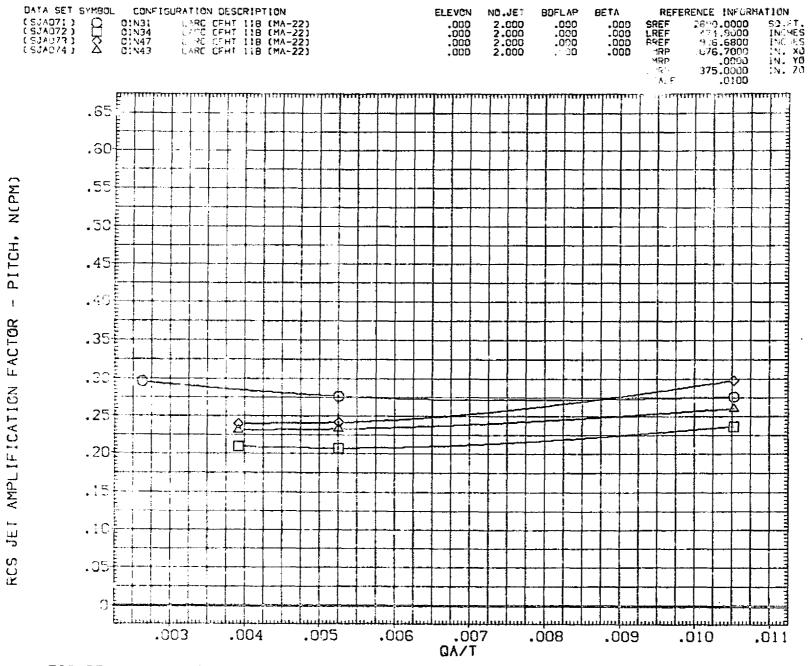


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(J)ALPHA = 10.00

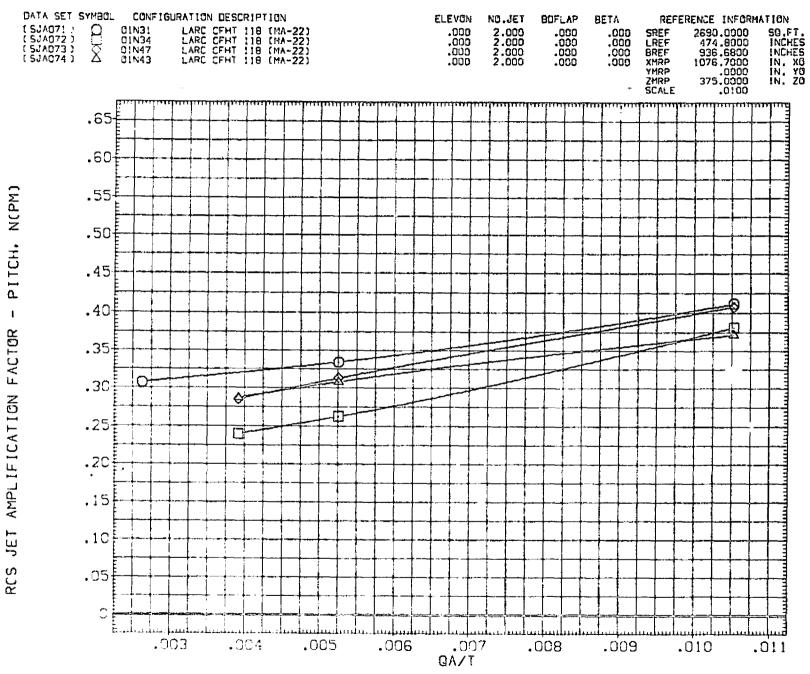
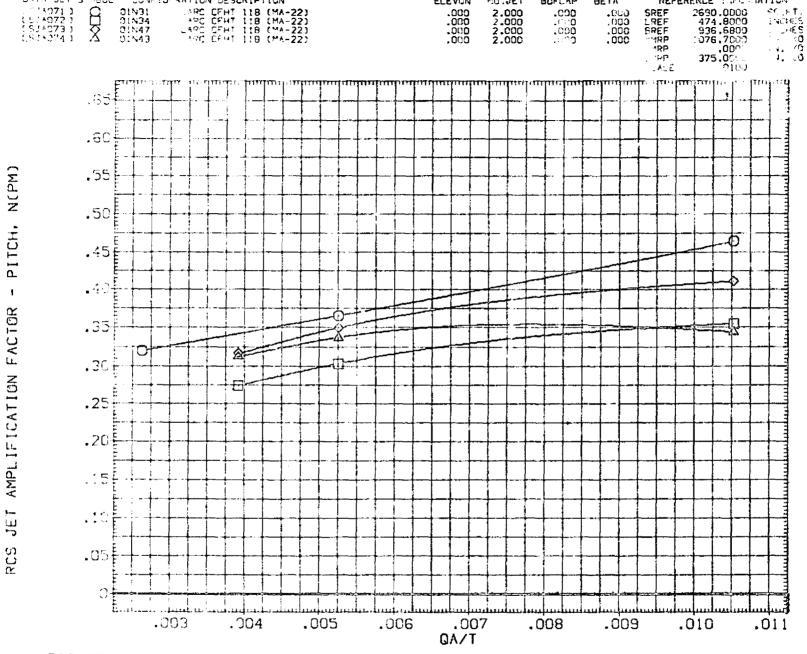


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (KJALPHA = 15.00)



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BOFLAP

BETA

REFERENCE INCLUMATION

FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

DATA SET SHABOL

CONFIGURATION DESCRIPTION

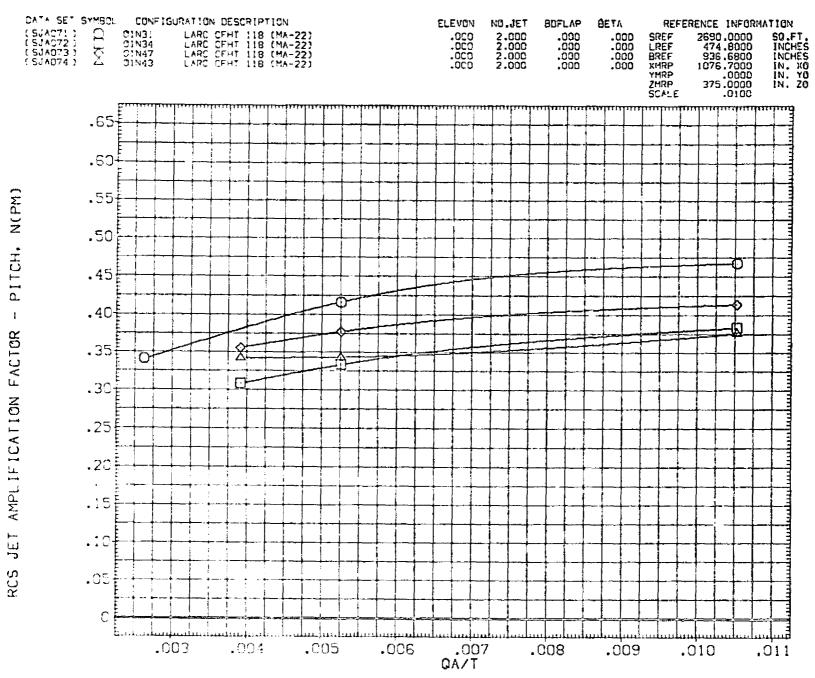


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (MCALPHA = 25.00)

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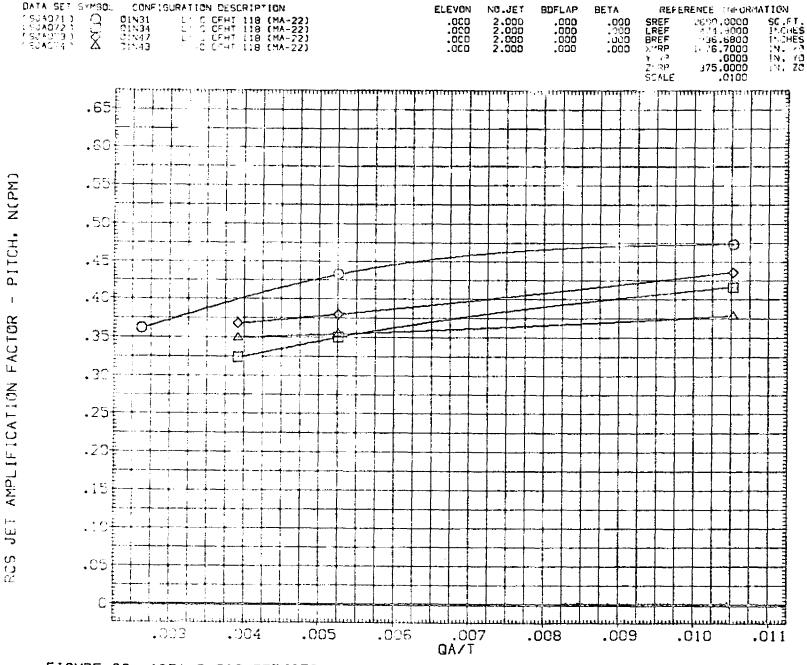


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

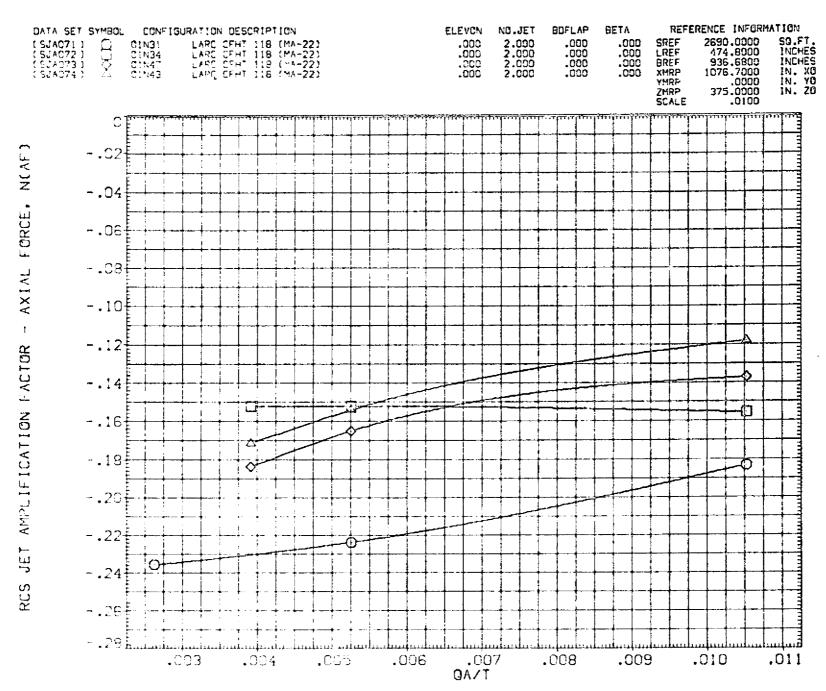


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

f' = Y

Z...

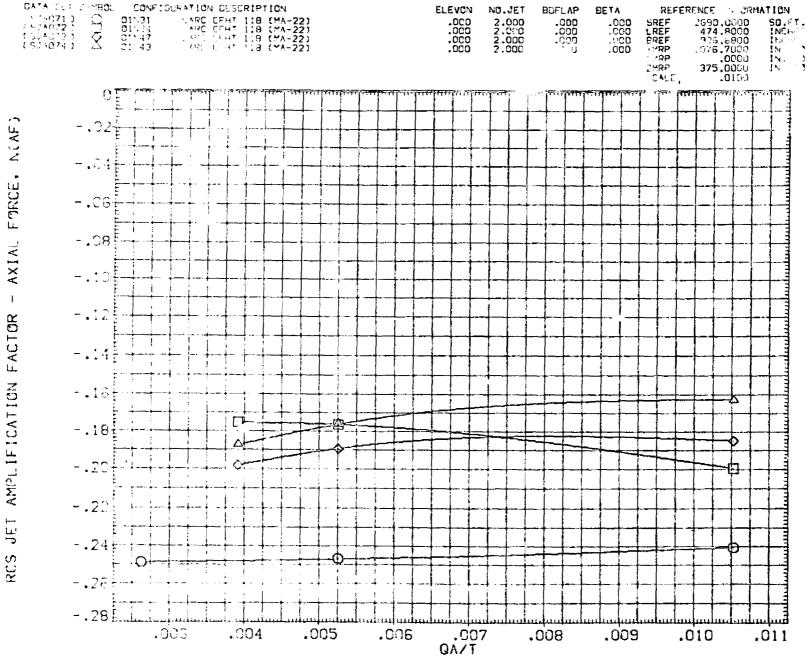


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(B)ALPHA = -6.00

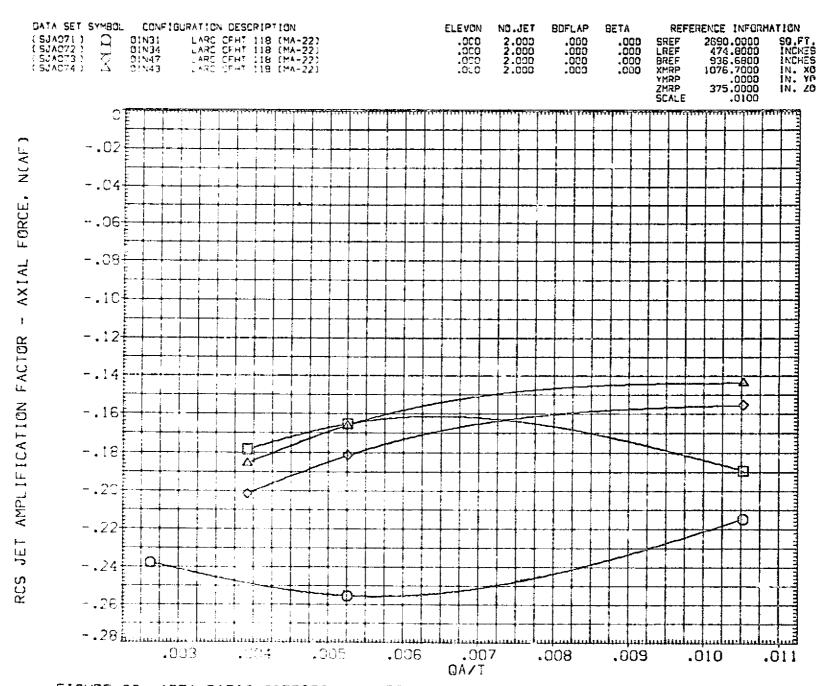


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (COALPHA = -4.30)

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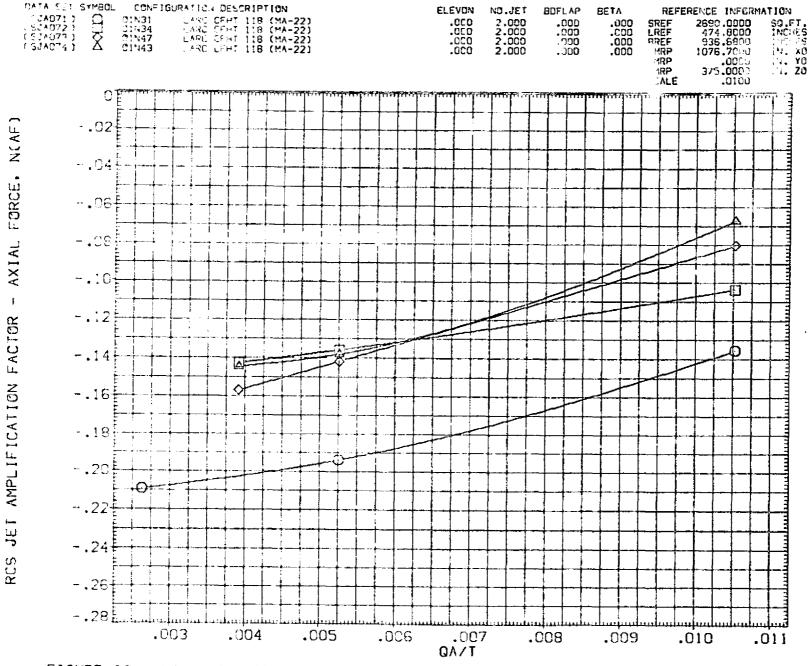


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(D)ALPHA = -2.00

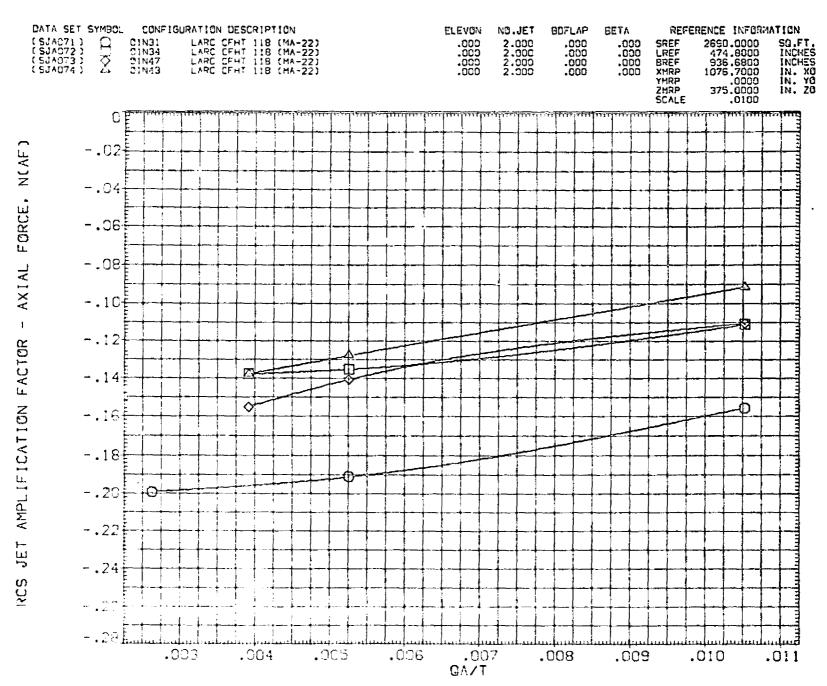


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

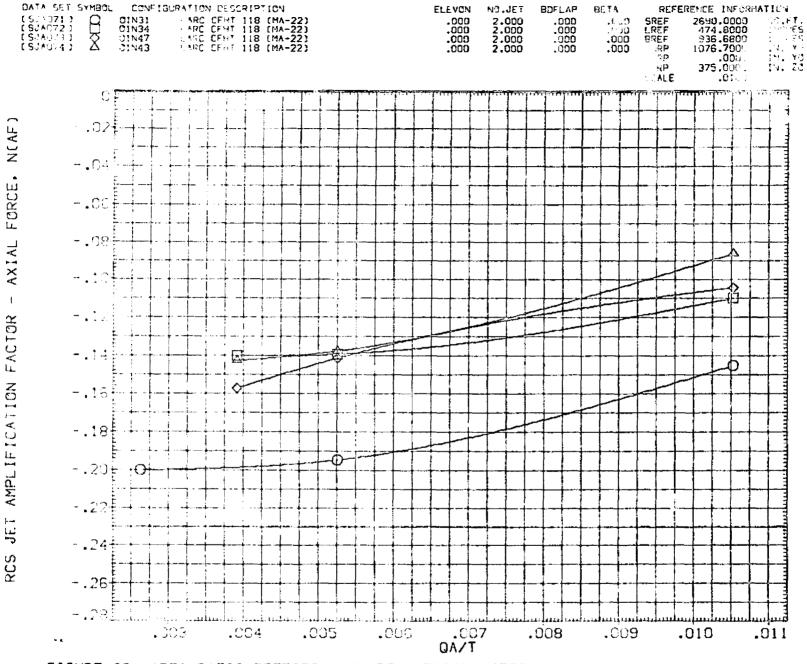


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

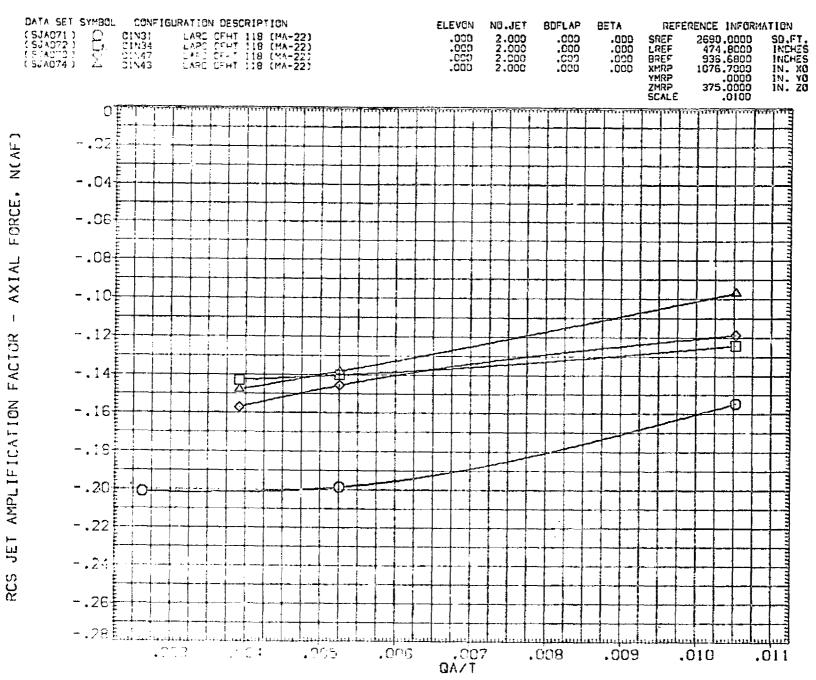


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(G)ALPHA = 4.00

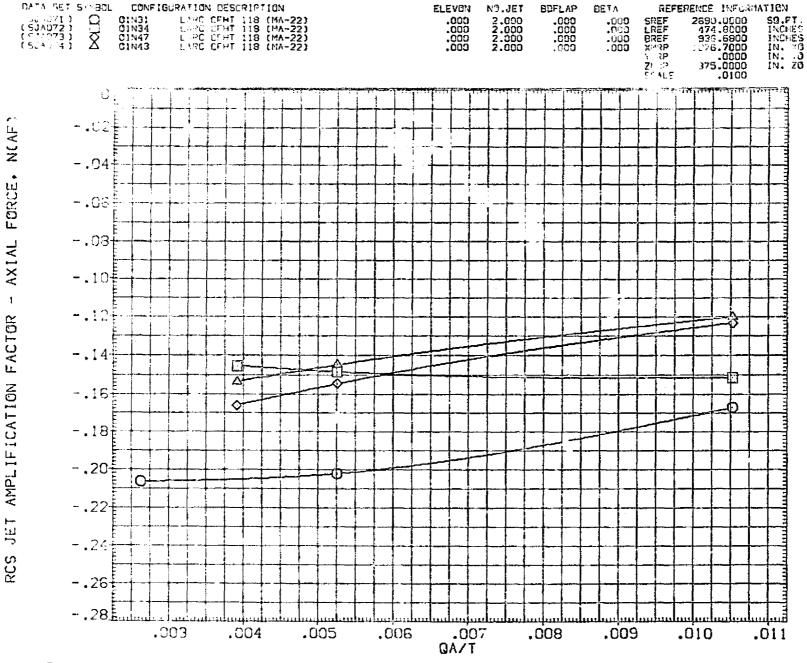


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(H)ALPHA = 6.00

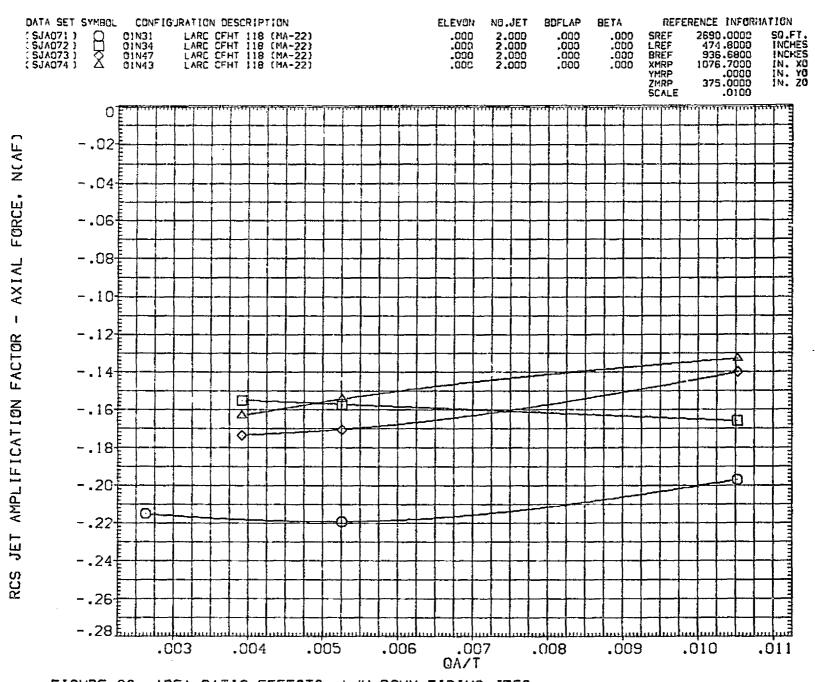


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

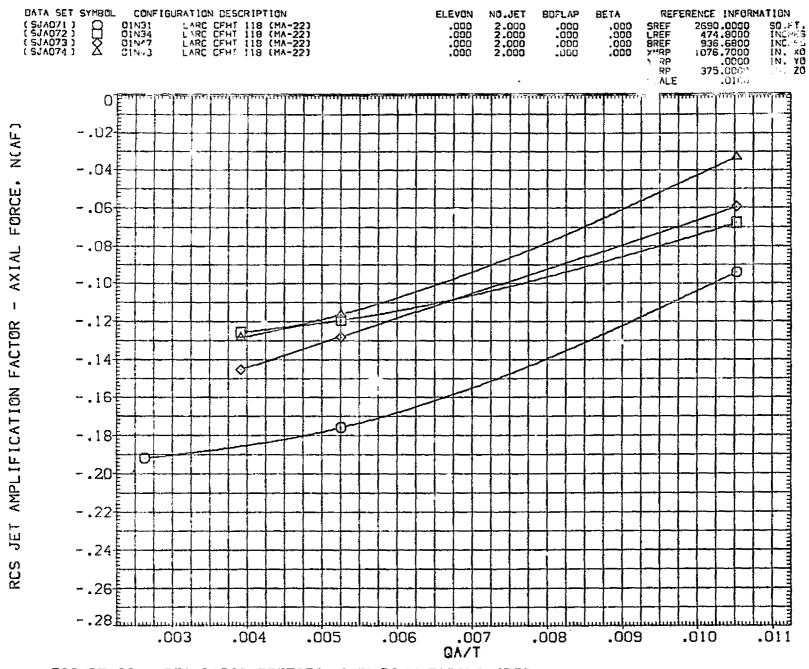


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(J) ALPHA = 10.00

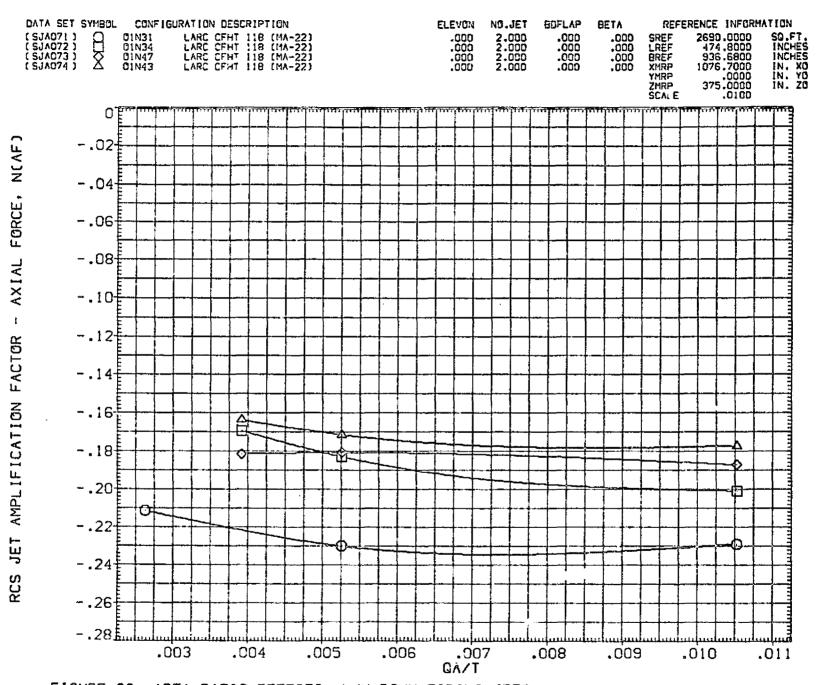


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (K)ALPHA = 15.00

 $\xi^{(i)}_{i,j}$

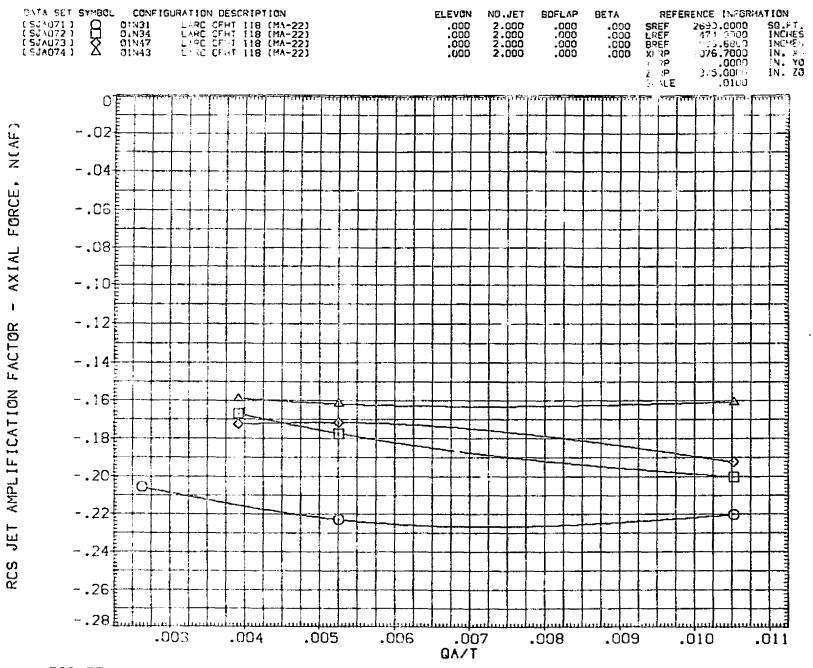


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

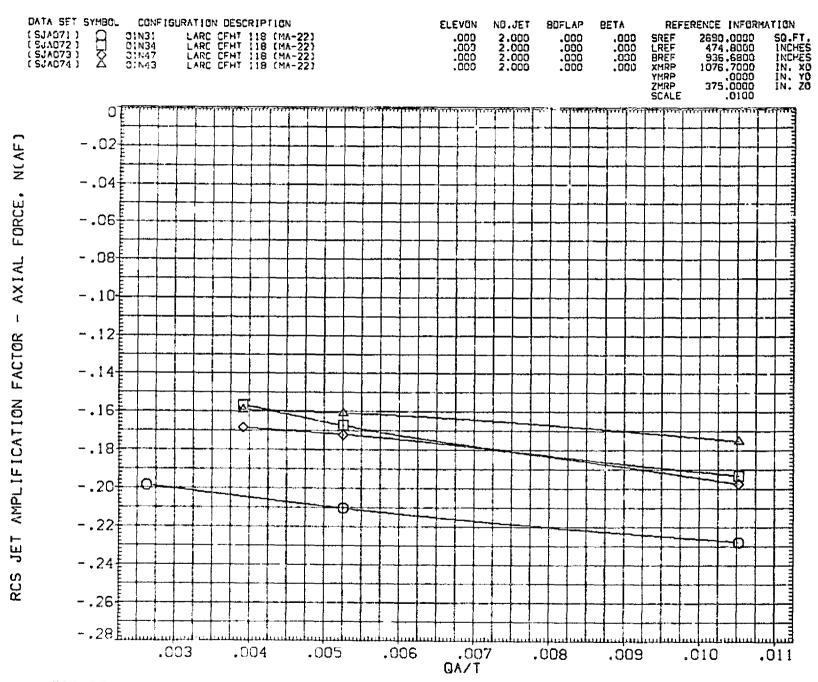


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (M)ALPHA = 25.00

 $\mathcal{L} \to Y$

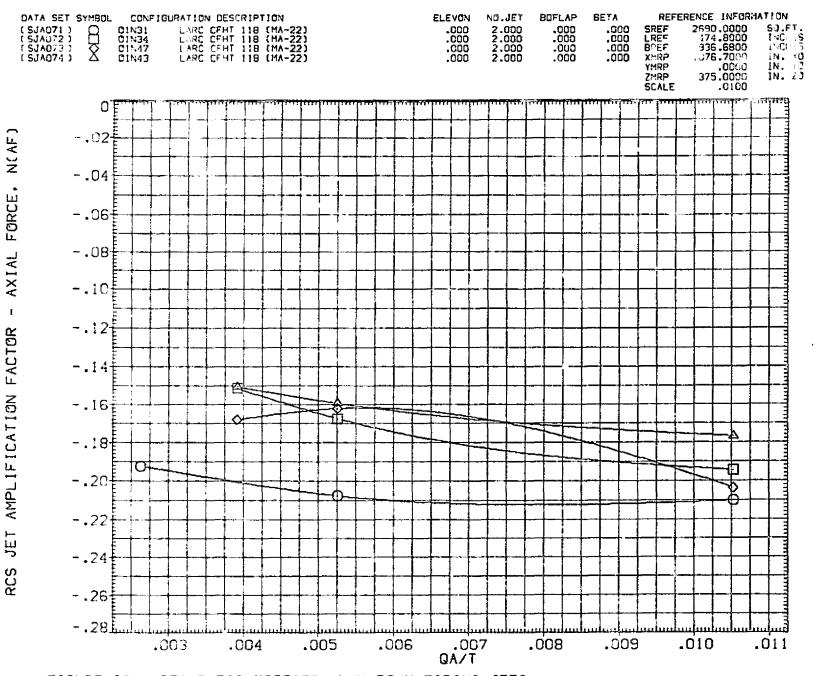


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (N)ALPHA = 30.00



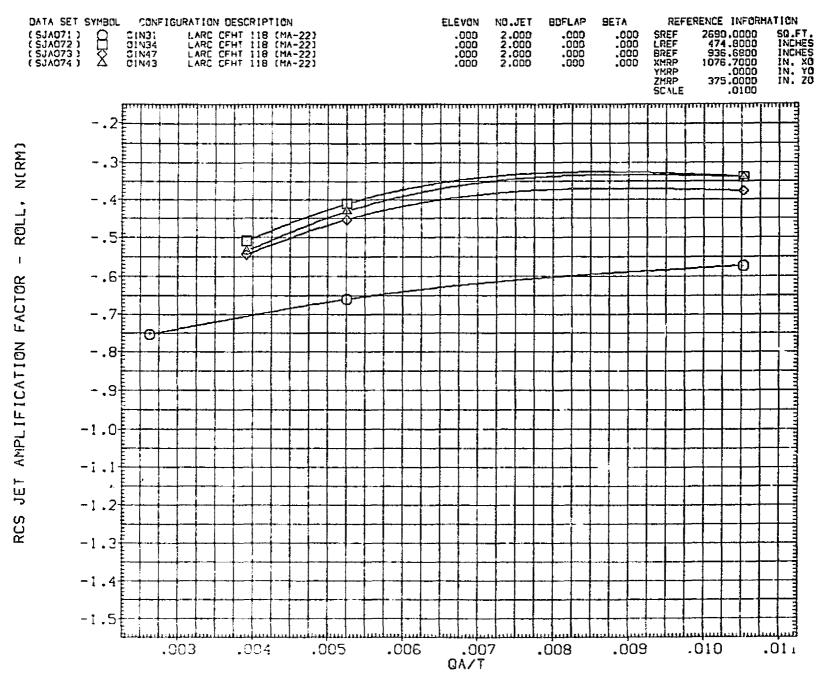


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(A)ALPHA = -8.00

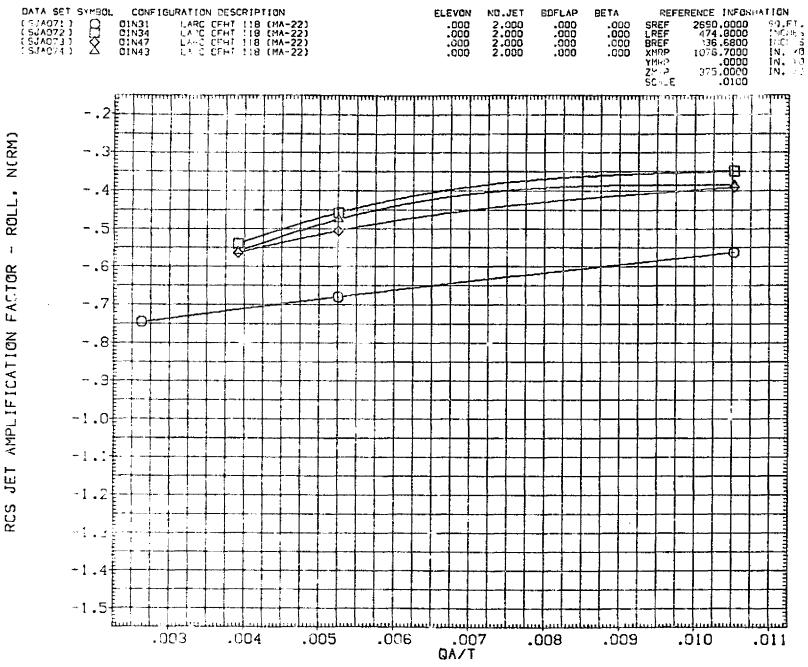


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (B)ALPHA = -6.00

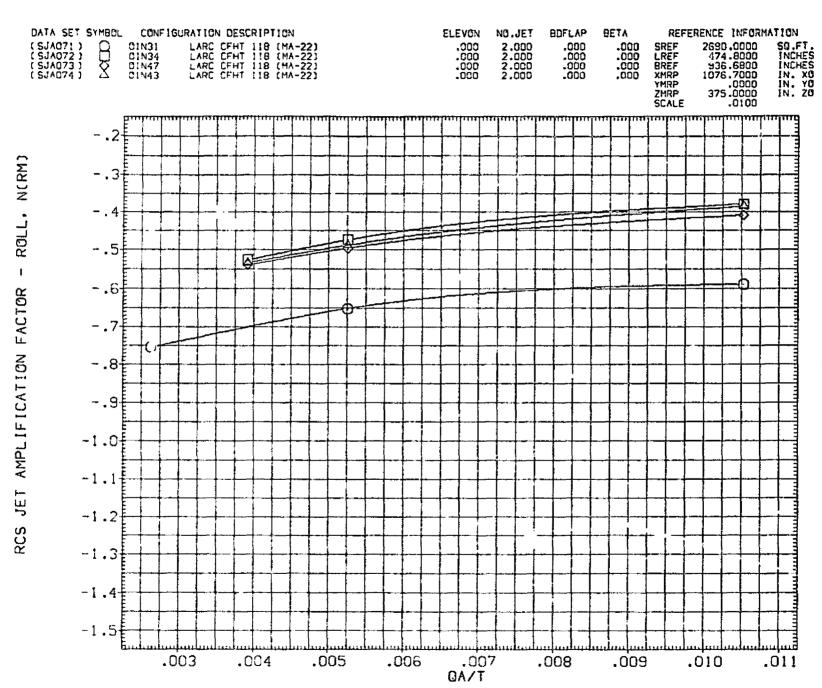


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

 $(C)A_{\perp}PHA = -4.00$

7 = 1 1 = -

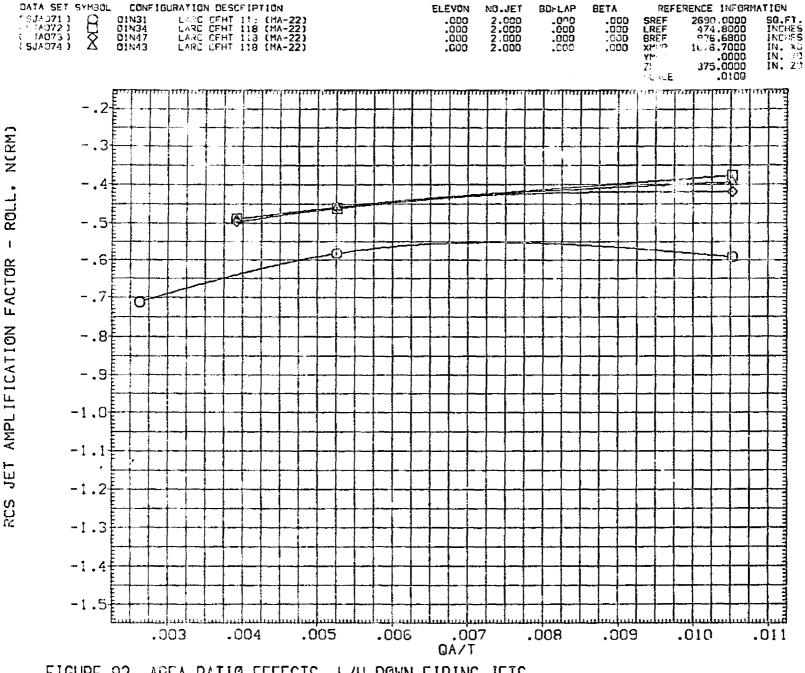


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(D)ALPHA = -2.00 :

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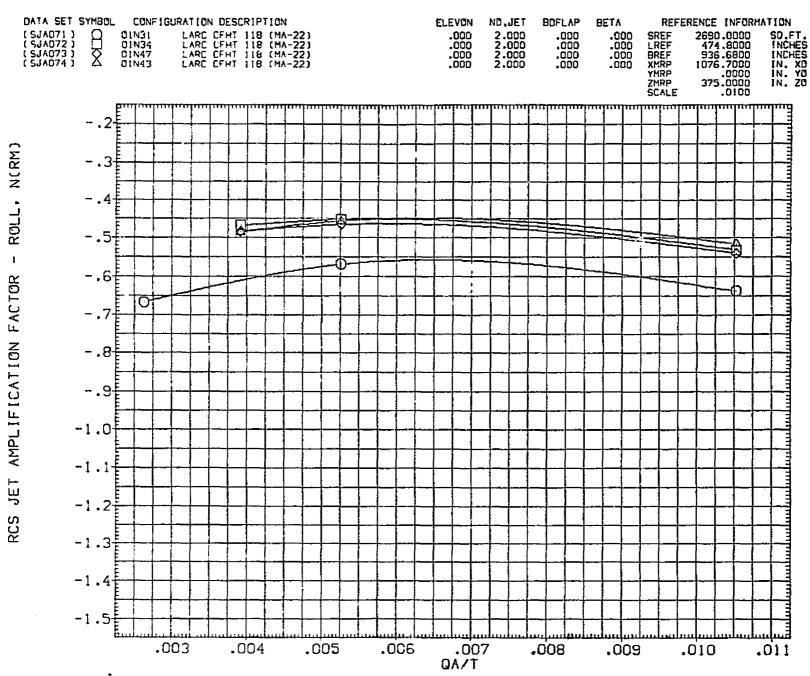


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

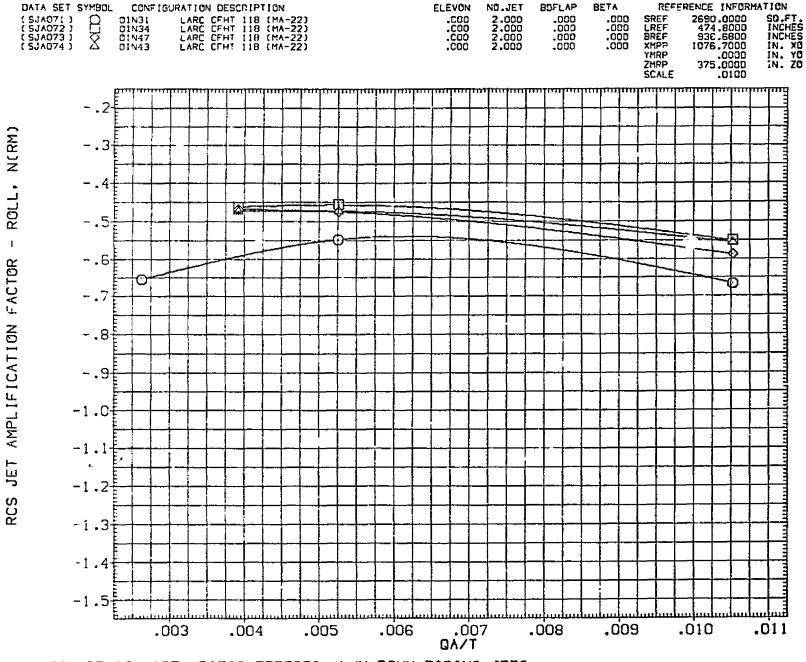


FIGURE 93. AREA RATIO EFFECTS. L/H DOWN FIRING JETS

(F)ALPHA = 2.00

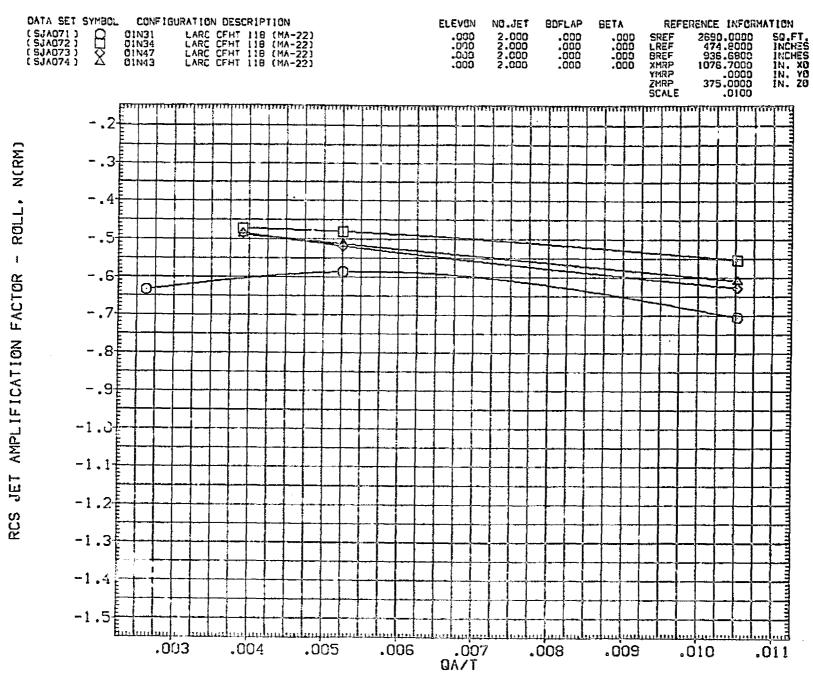


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(G)ALPHA = 4.00

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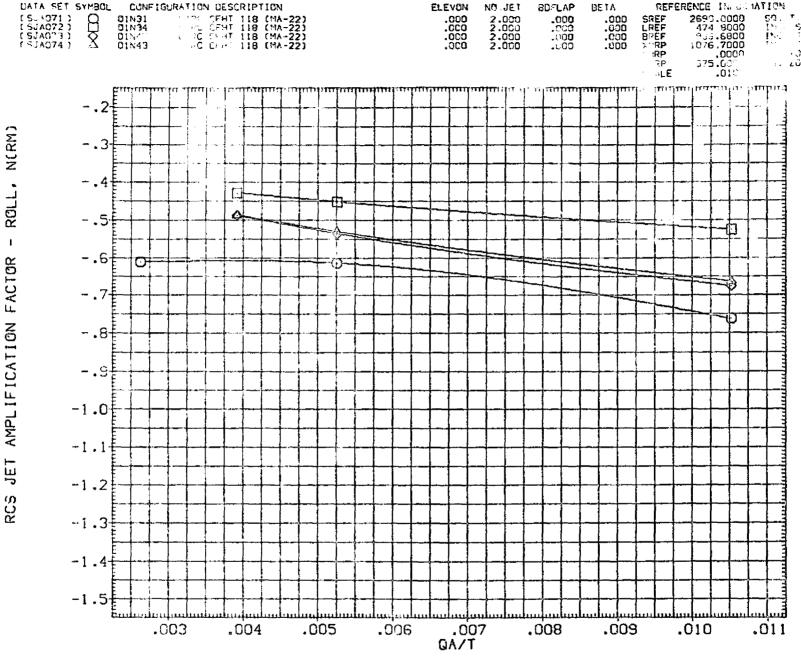


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(H)ALPHA = 6.00

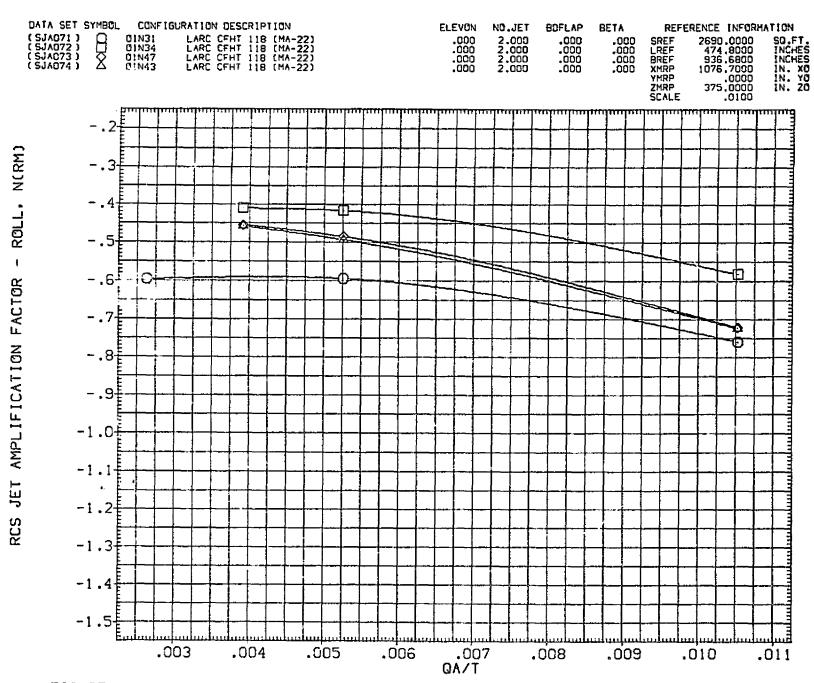


FIGURE 93. AREA RATIO EFFECTS. ! 'H DOWN FIRING JETS

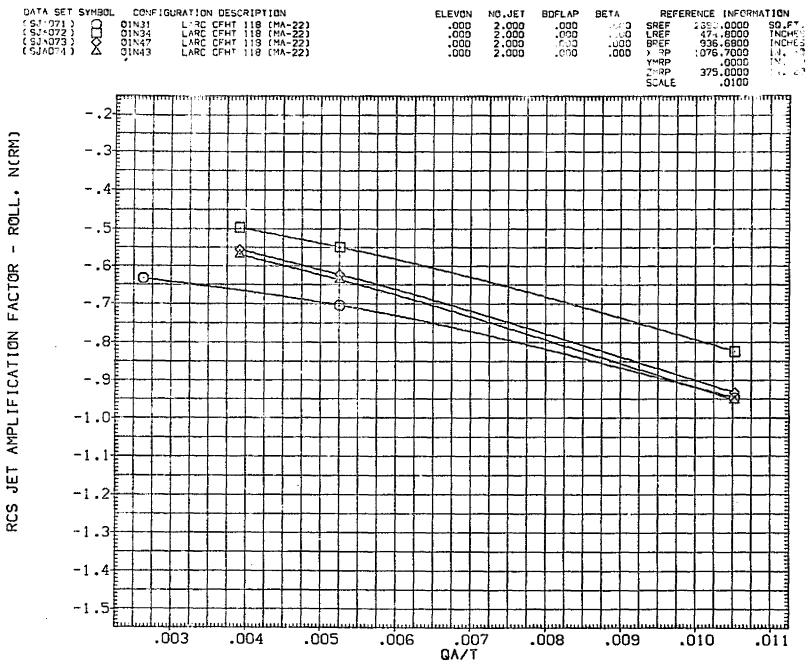


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(J)ALPHA = 10.00

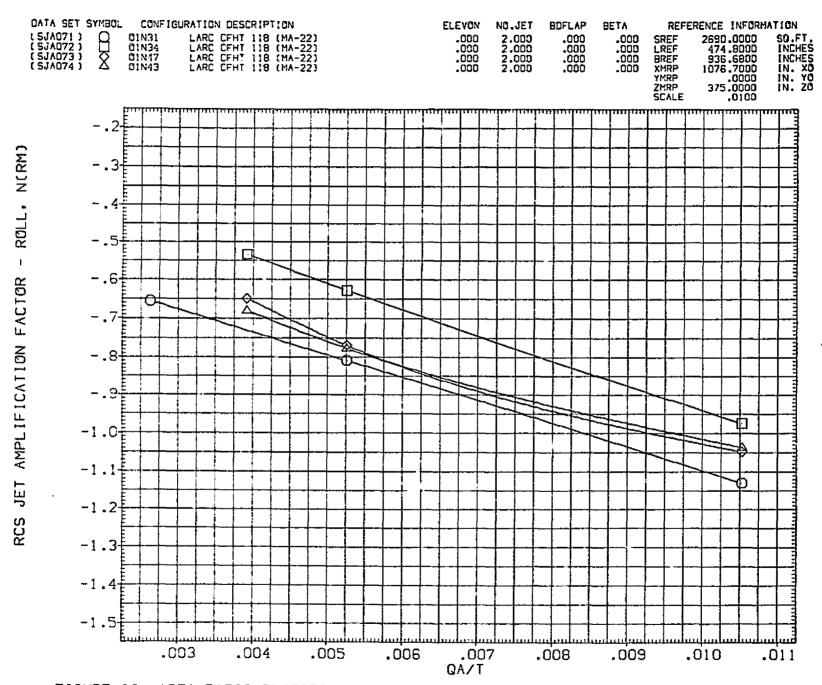


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (K)ALPHA = 15.00

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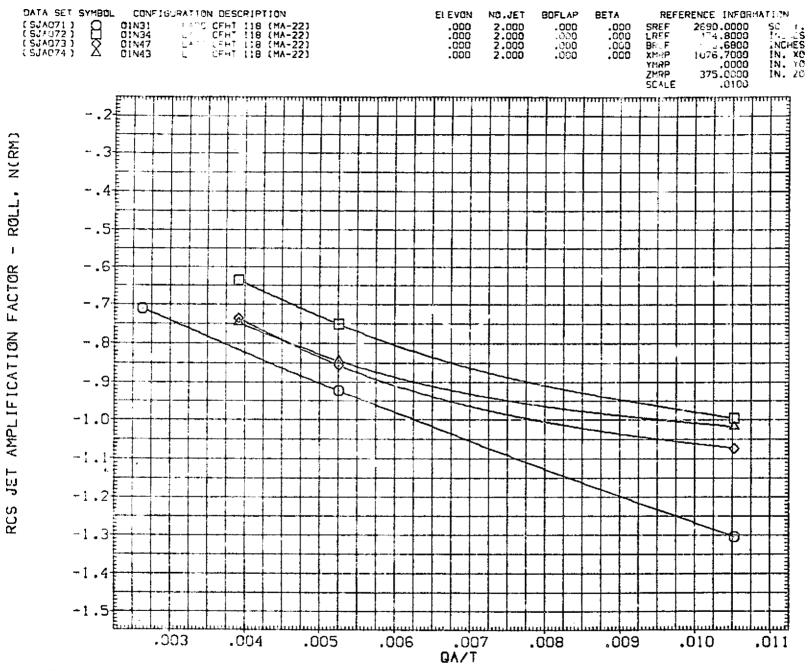


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

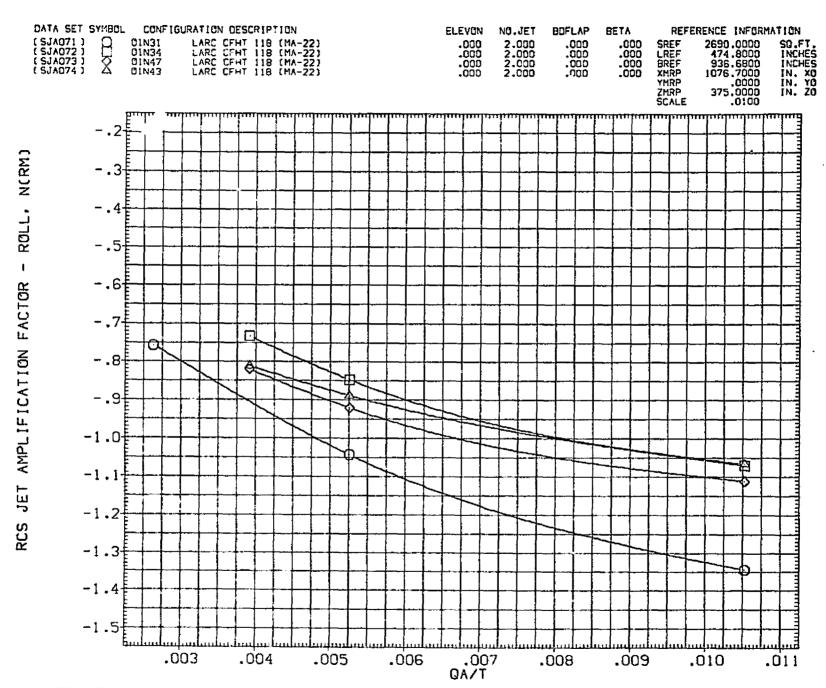


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

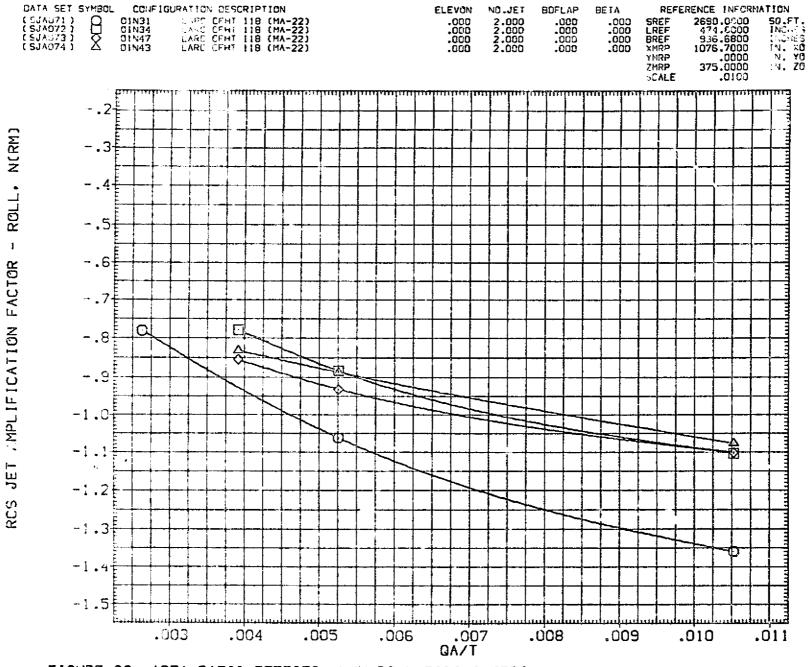


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(N)ALPHA = 30.00

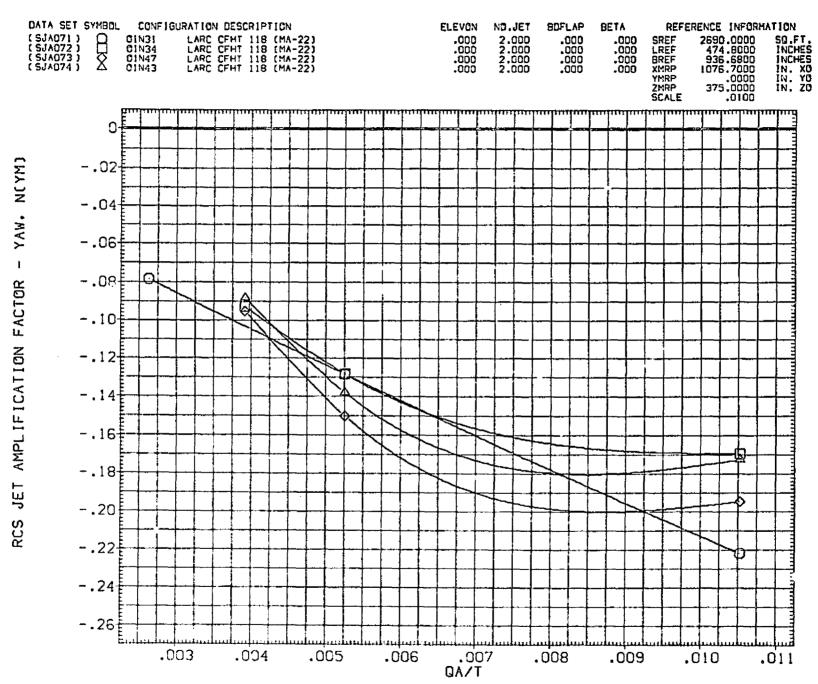


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(A)ALPHA = -8.00

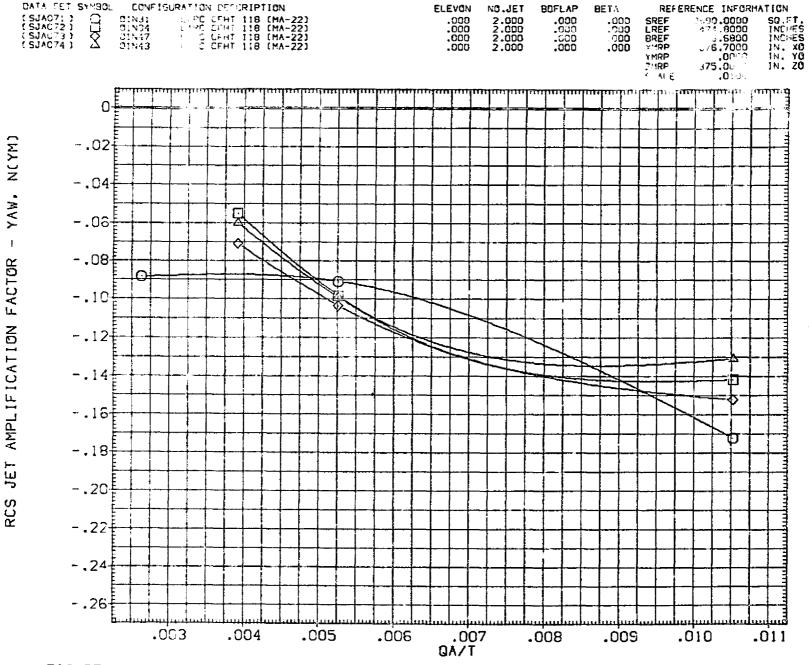


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(B)ALPHA = -6.00

PAGE 1932

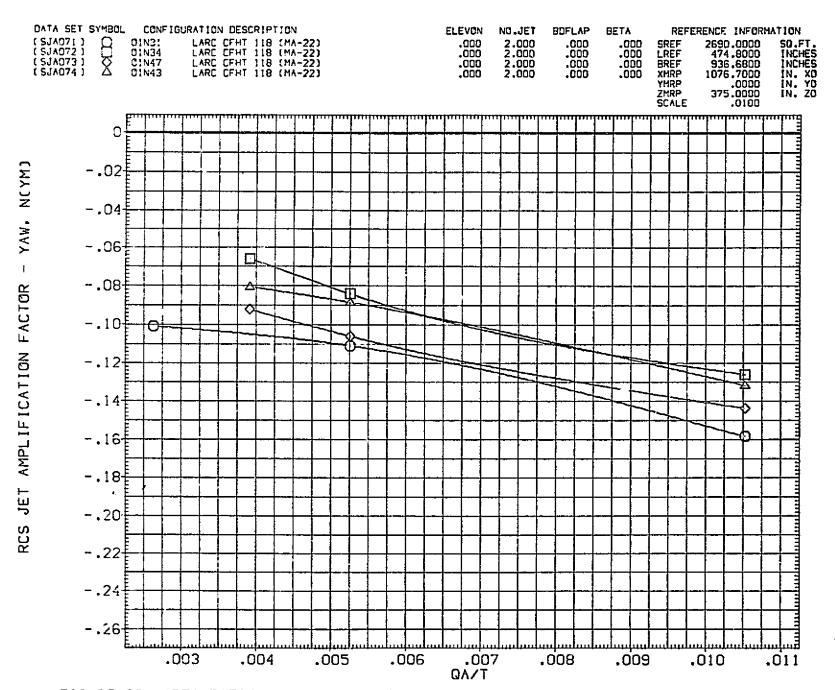


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

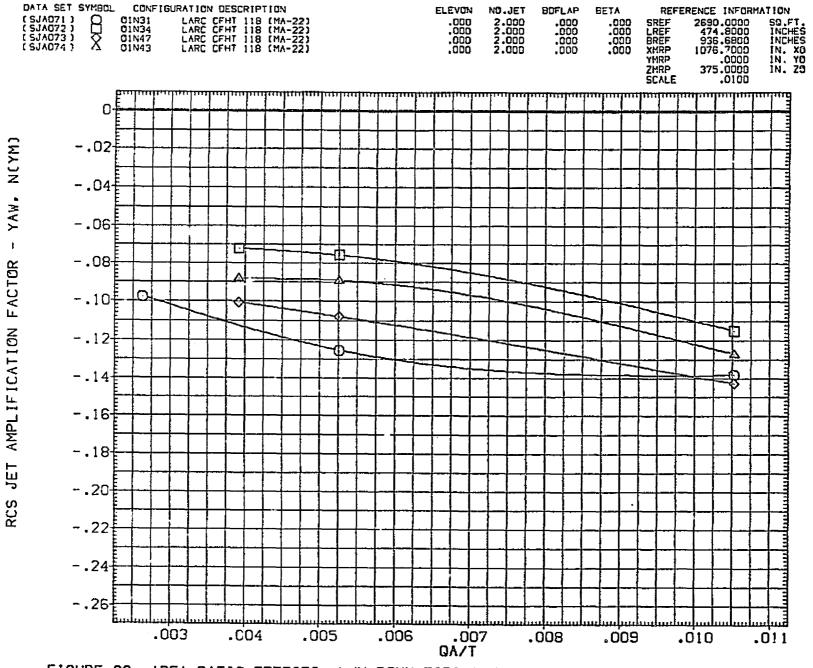


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (D)ALPHA = -2.00

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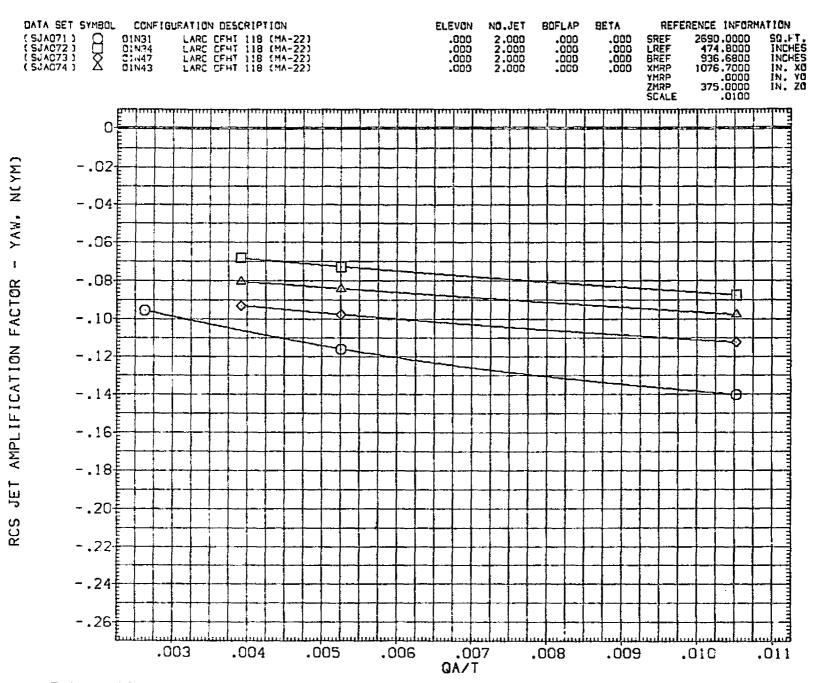


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(E)ALPHA - .00

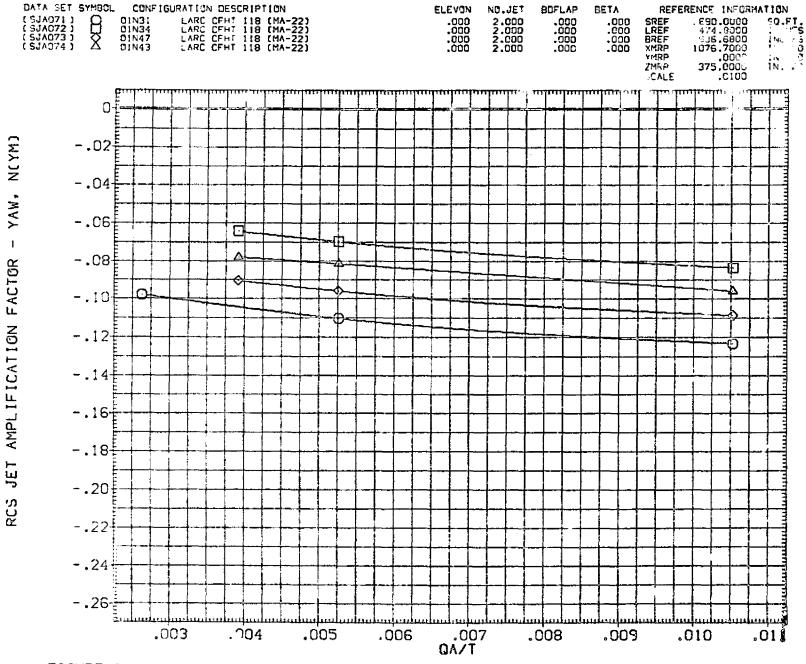


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

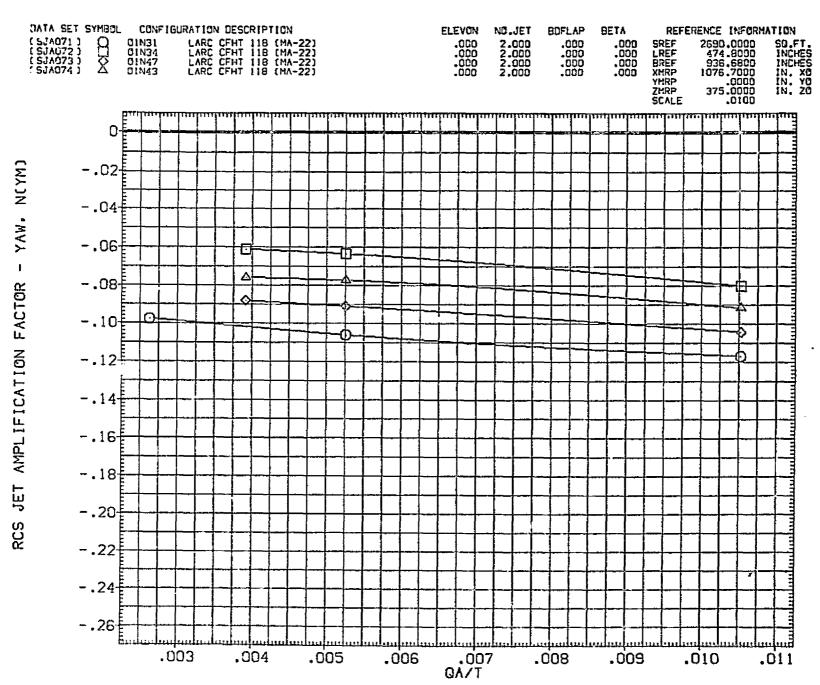


FIGURE 93. AREA RATIO EFFECTS. L/H DOWN FIRING JETS (G)ALPHA = 4.00

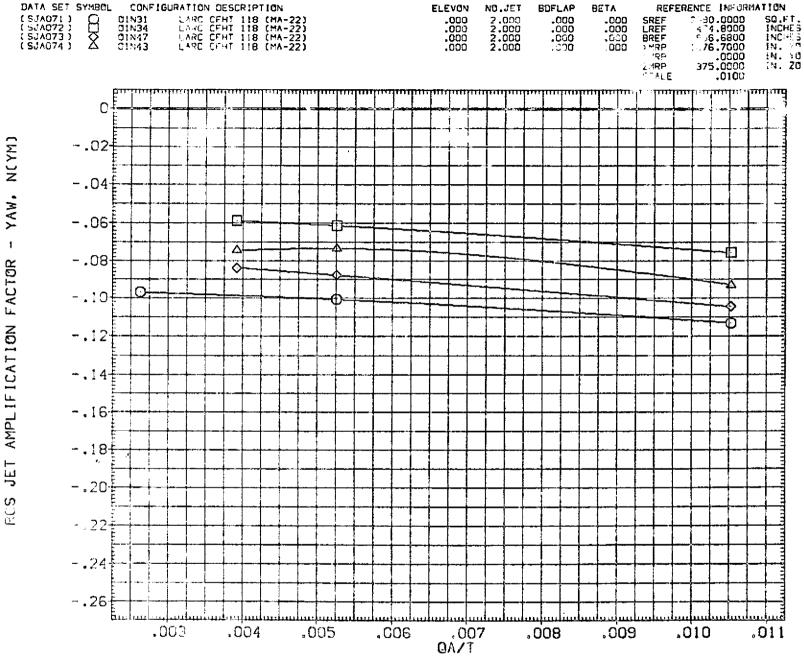


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(H) ALPHA = 6.00

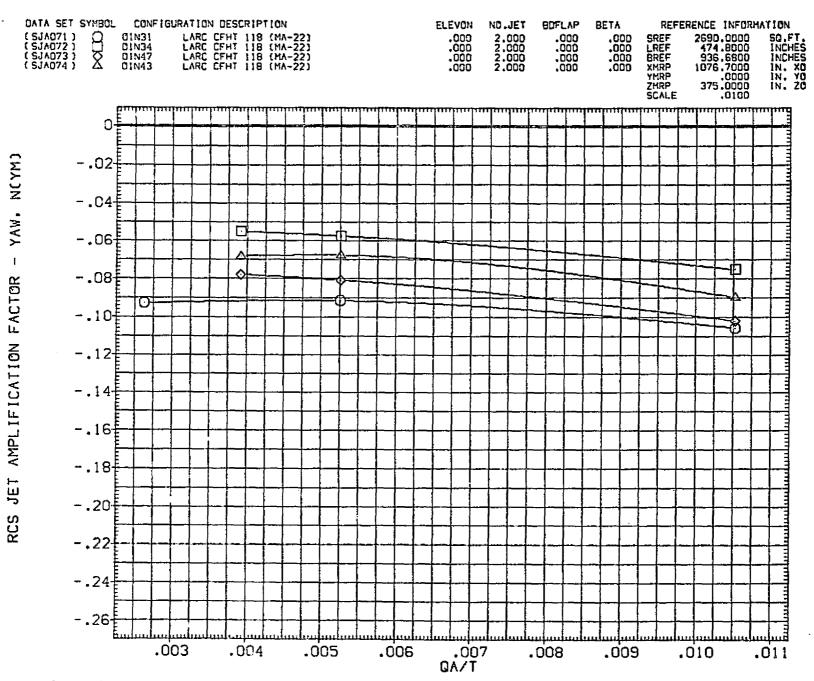


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

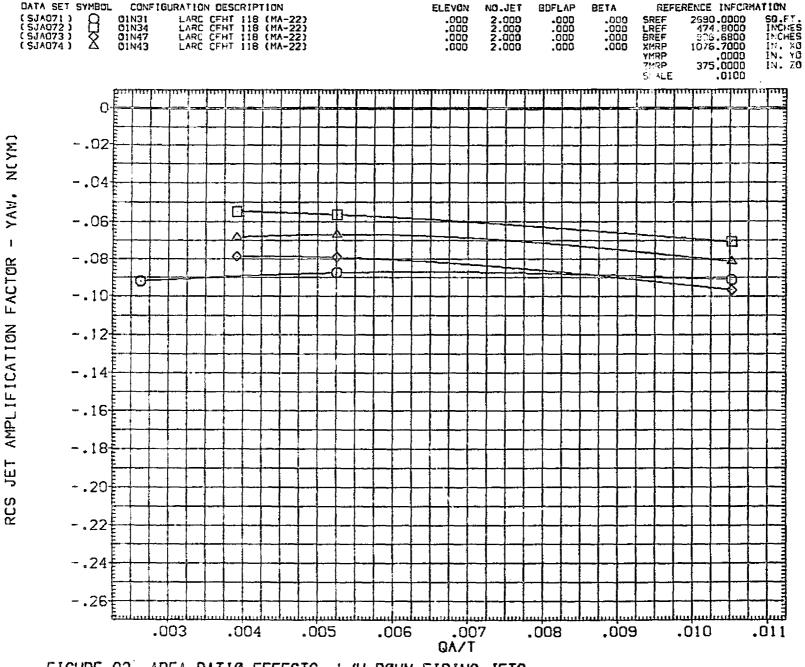


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(J)ALPHA = 10.00

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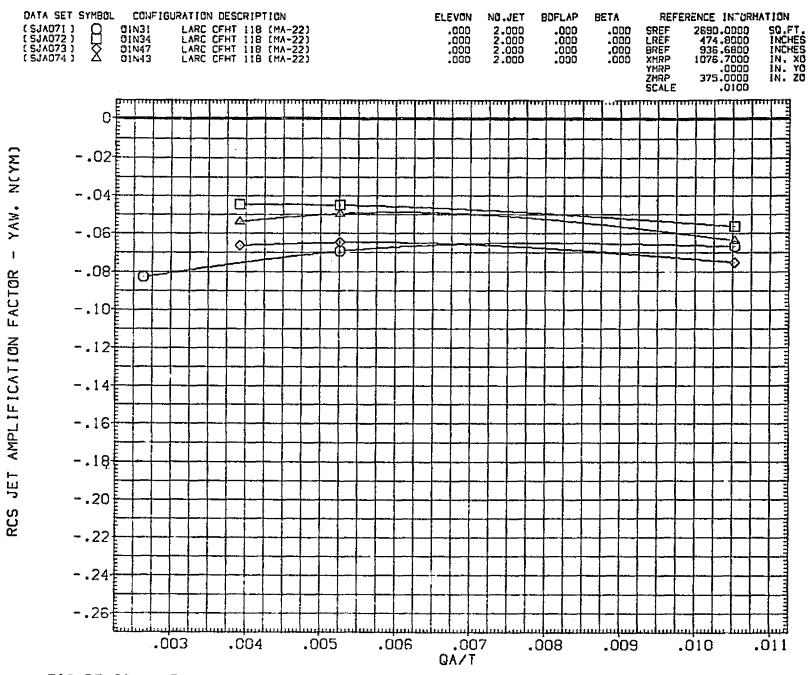


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (K) ALPHA = 15.00

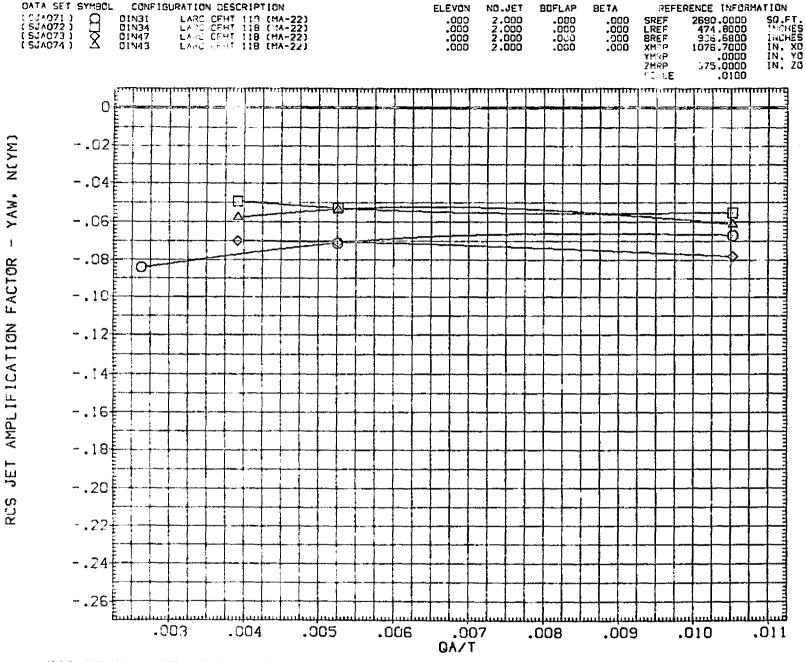


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (L)ALPHA = 20.00

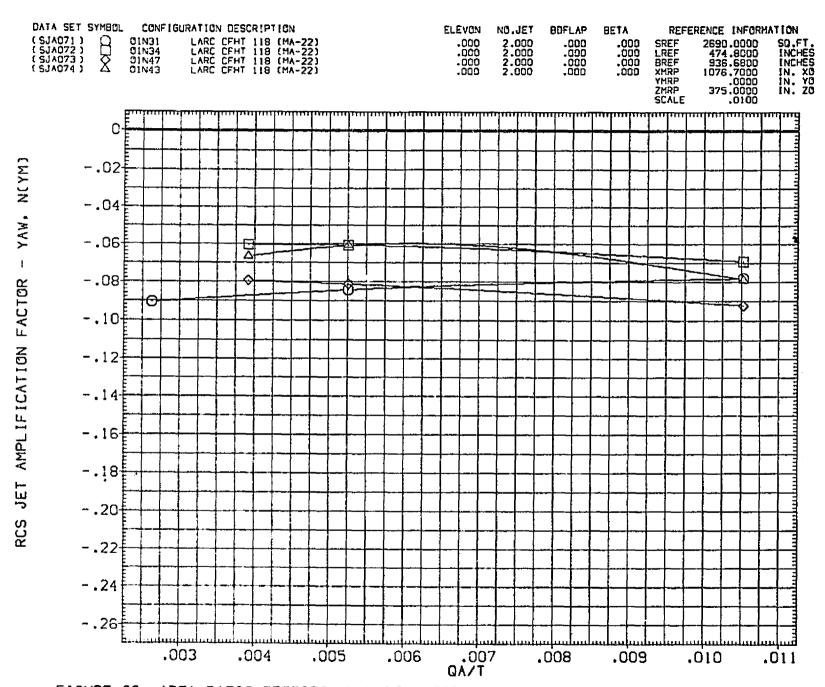


FIGURE 93. AREA RATIO EFFECTS. L/H DOWN FIRING JETS (M)ALPHA = 25.00

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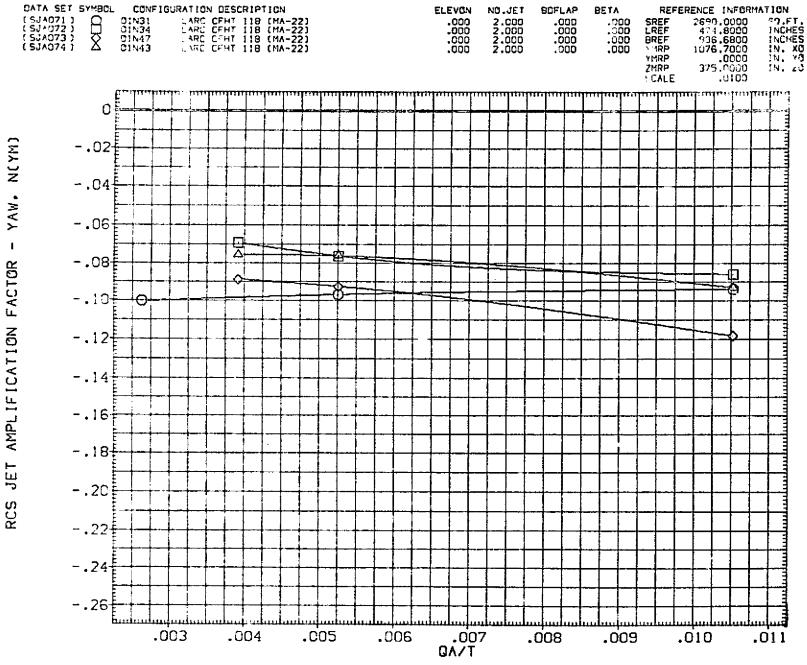


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (N)ALPHA = 30.00

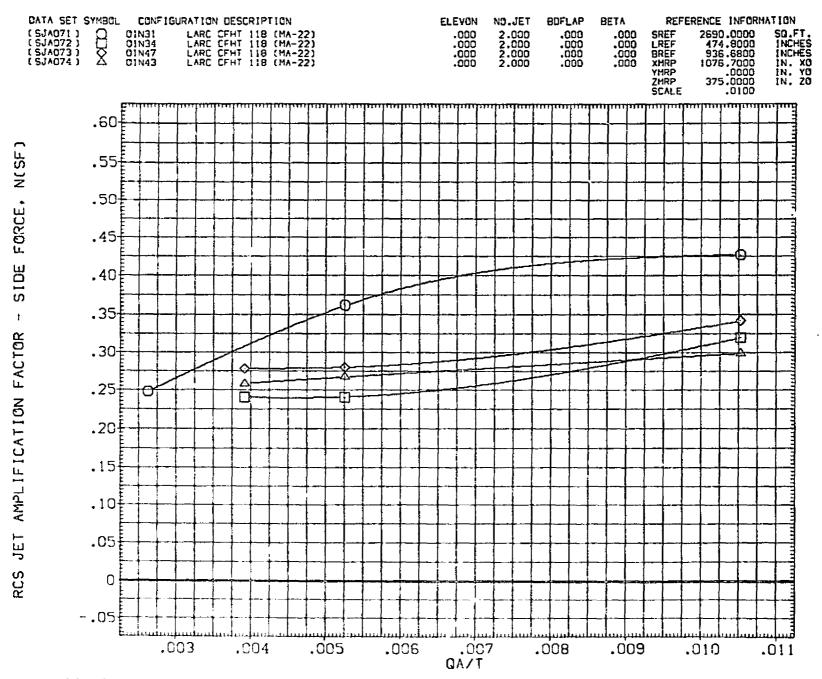


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

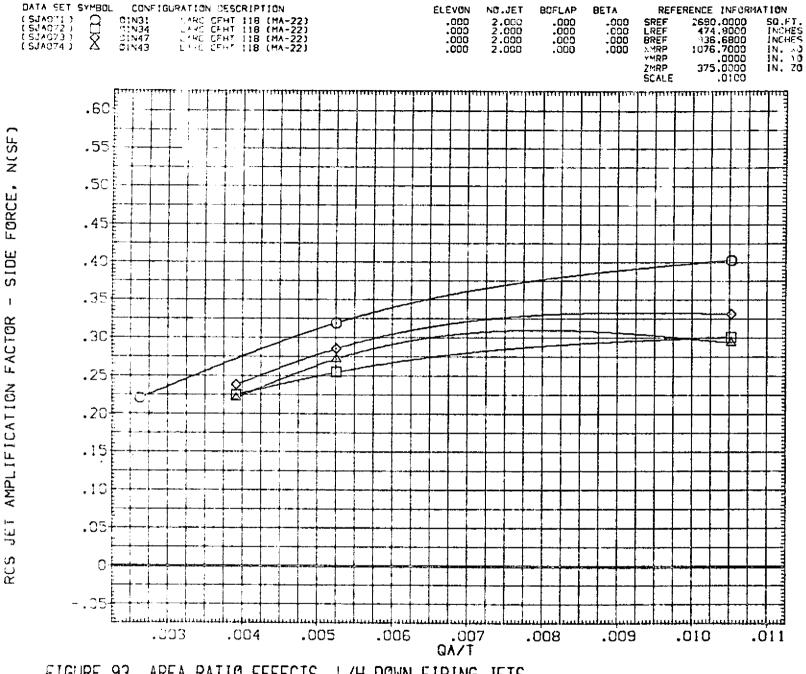


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(B)ALPHA = -6.00

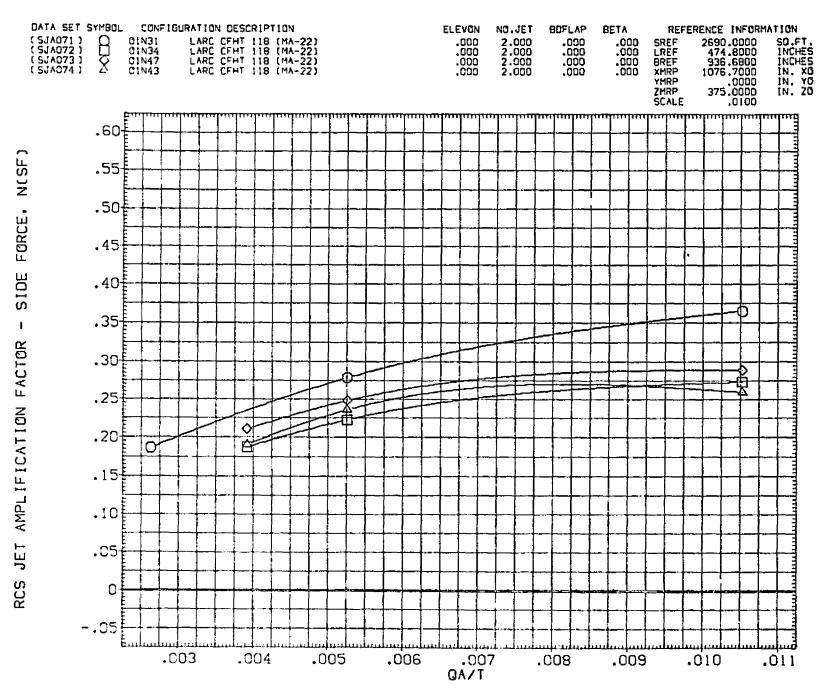


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

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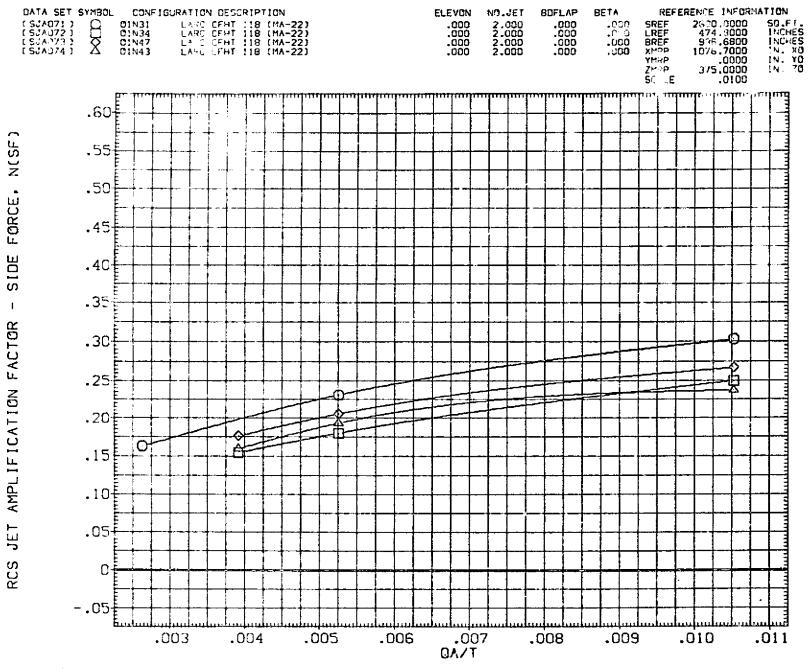


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(D) ALPHA = -2.00

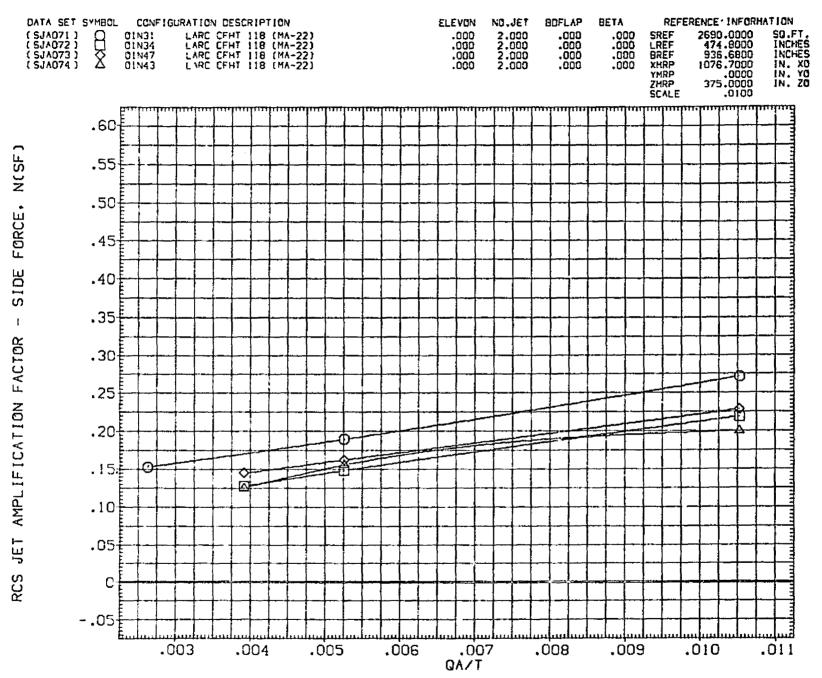


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(E)ALPHA = .00

 $f_{ij} = \frac{\mathbf{A}}{\mathbf{S}}$

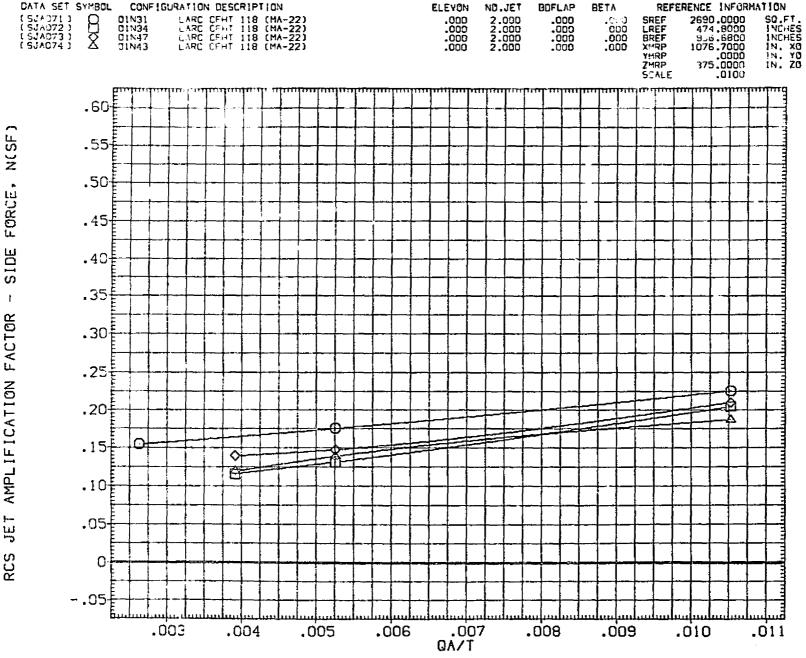


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(F)ALPHA = 2.00

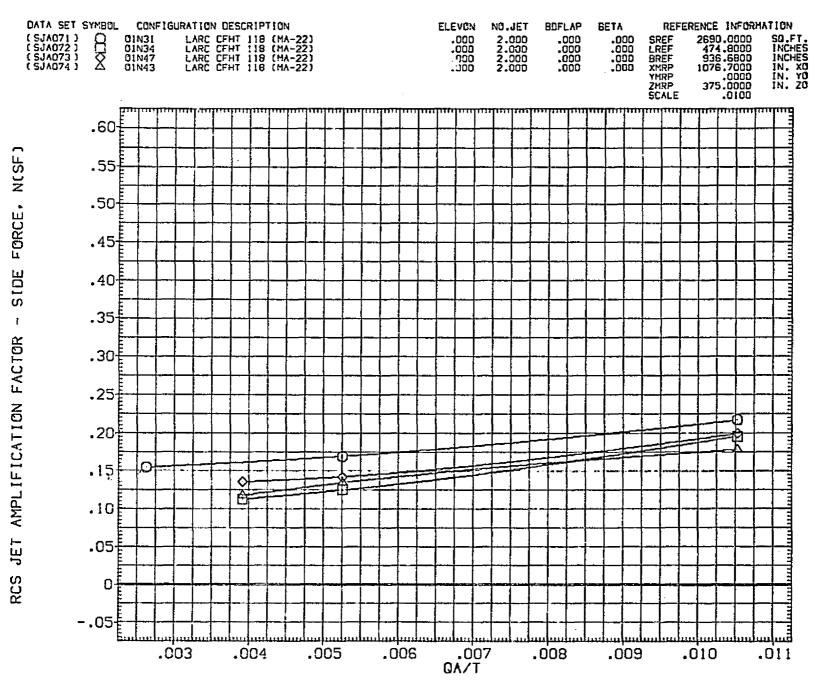


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (G)ALPHA = 4.00

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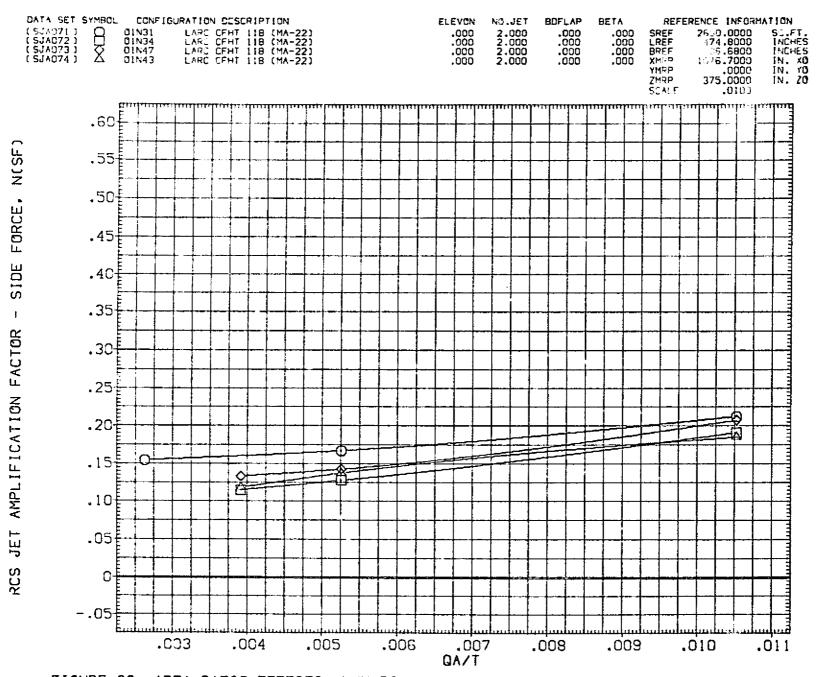


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (H)ALPHA = 6.00

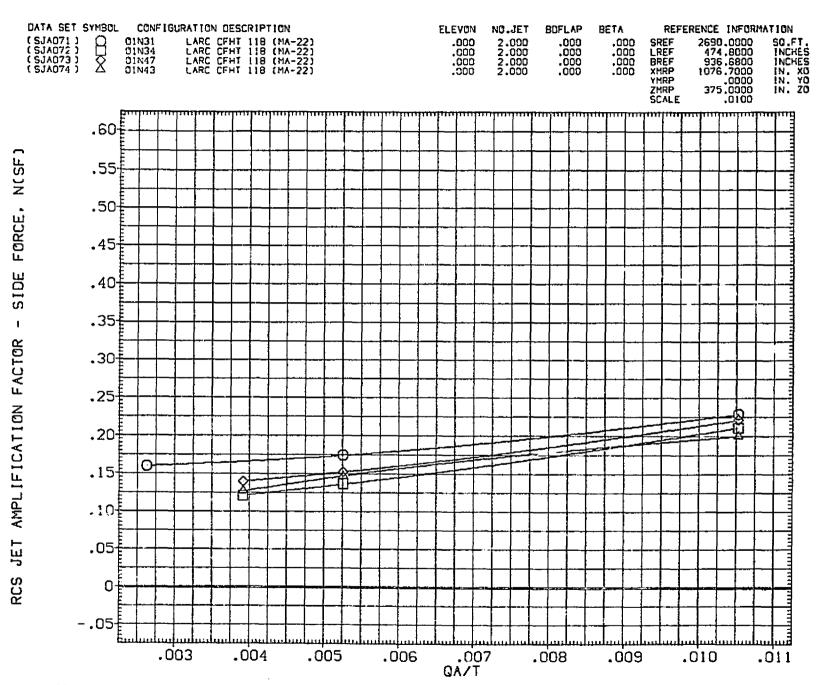


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS
(I)ALPHA = 8.00

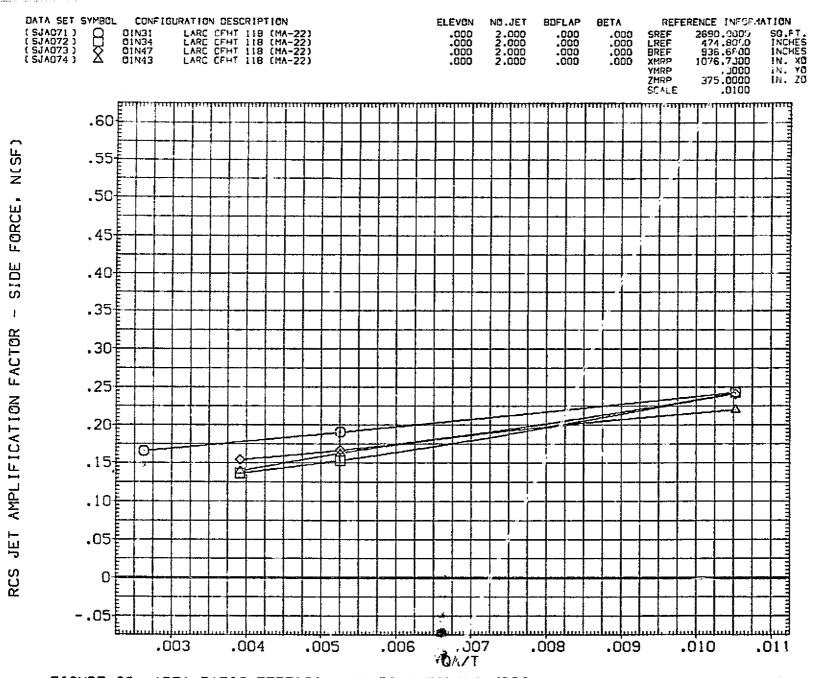


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

(J)ALPHA = 10.00

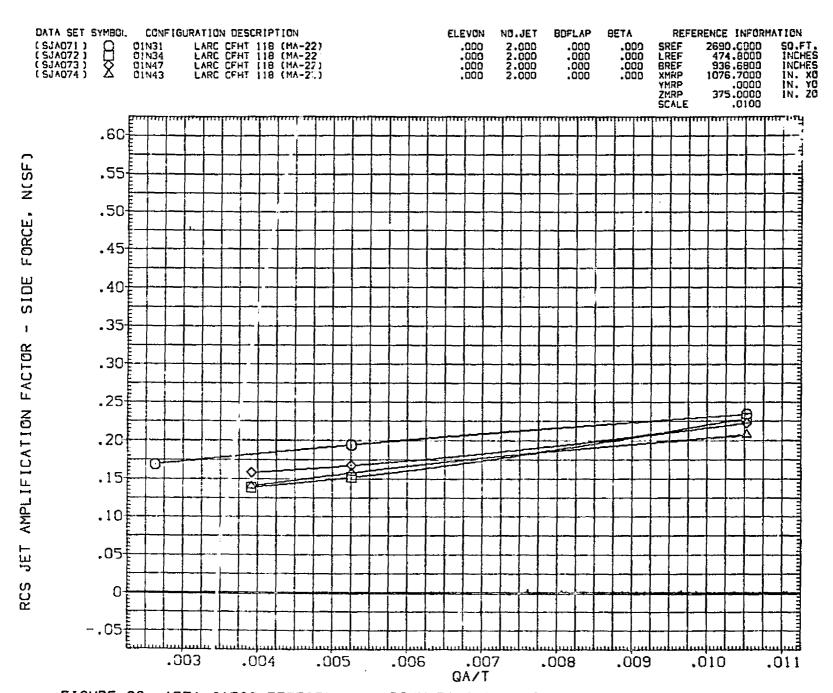


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

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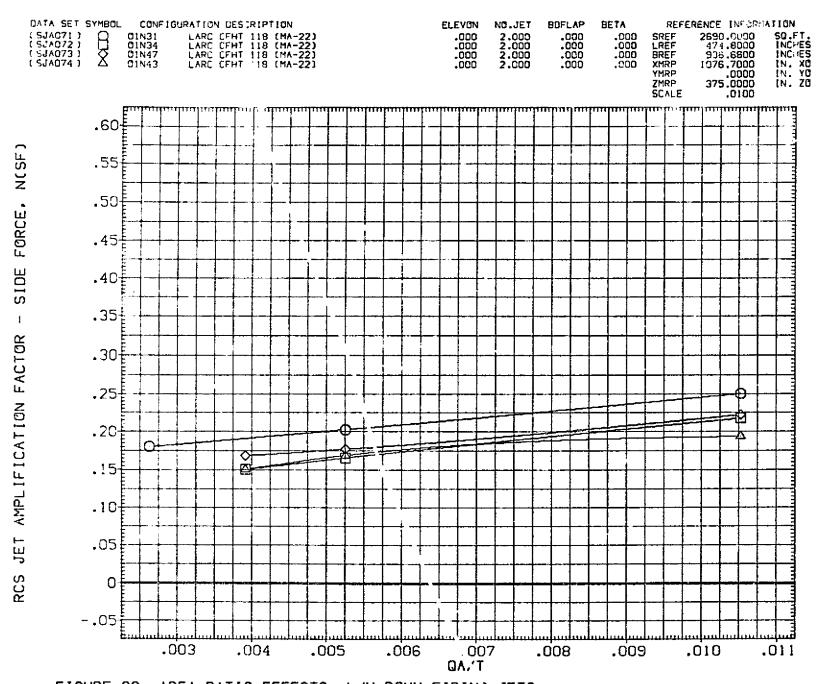


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS

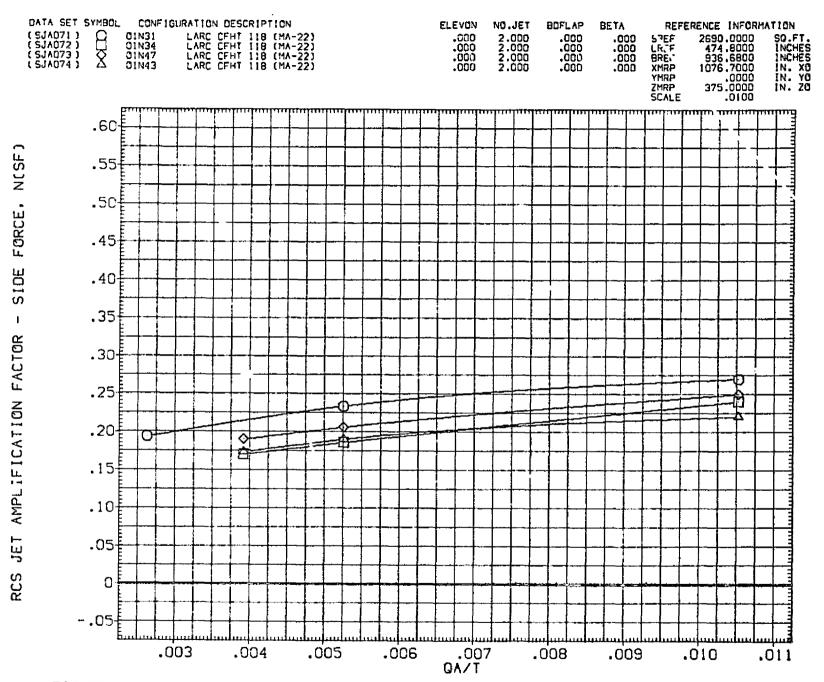


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (M)ALPHA = 25.00

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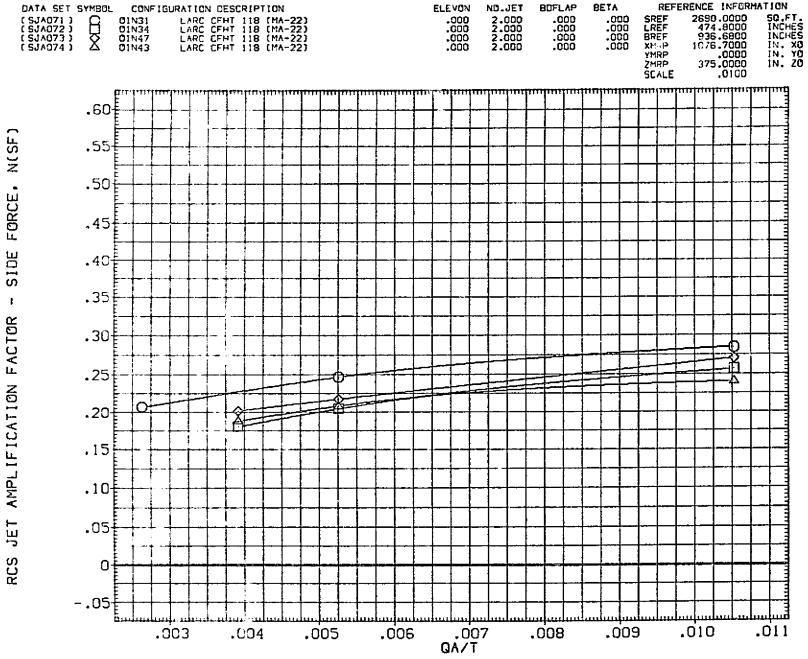


FIGURE 93. AREA RATIO EFFECTS, L/H DOWN FIRING JETS (N)ALPHA =30.00

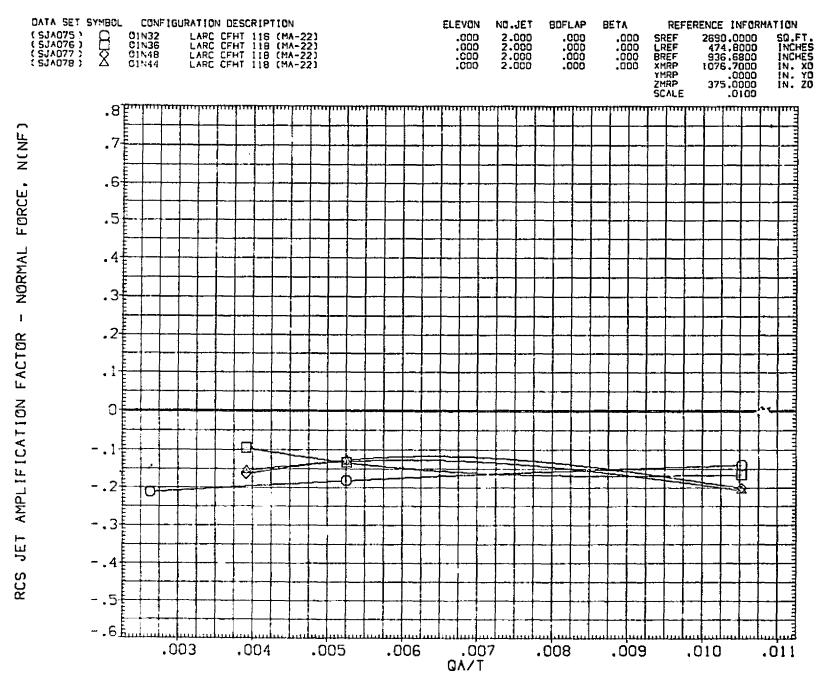


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS CADALPHA = -8.00

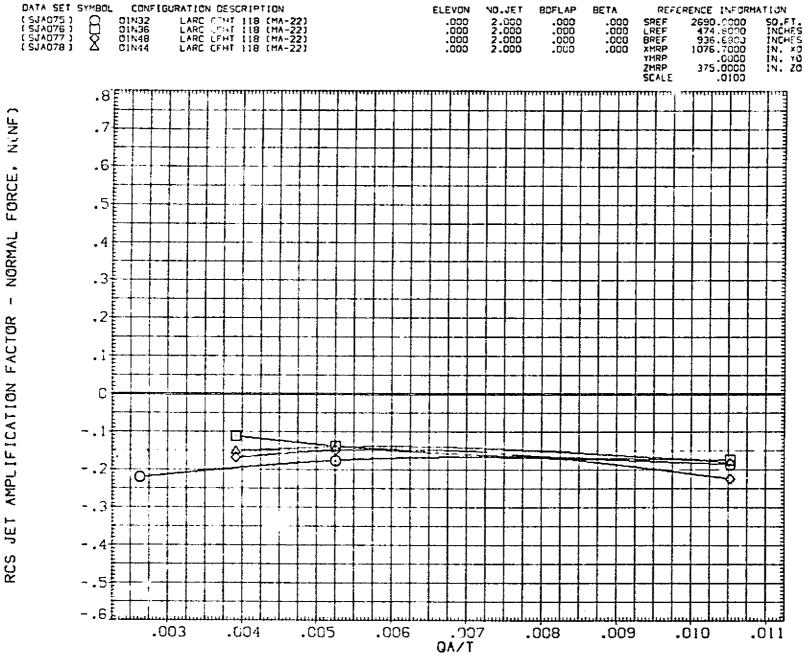


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(B)ALPHA = -6.00

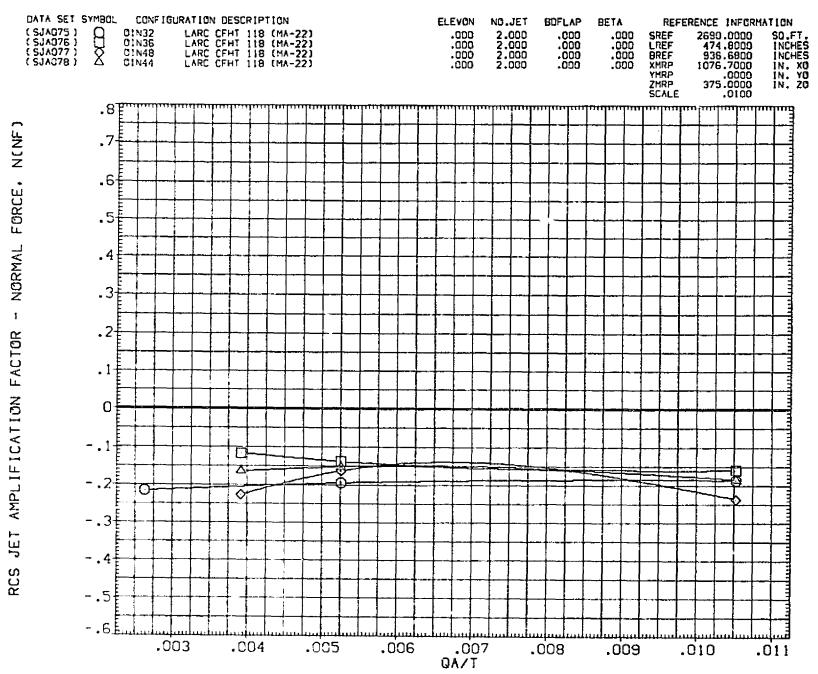


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

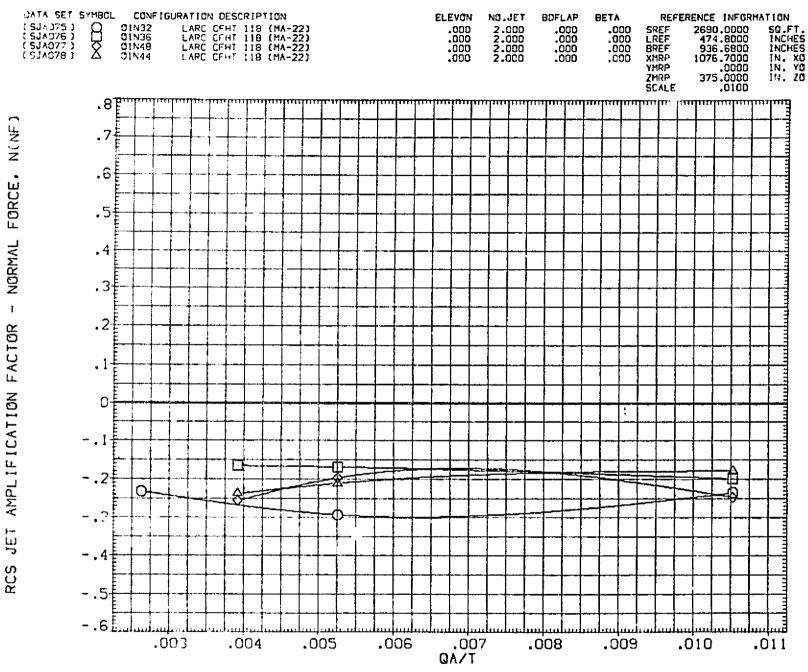


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

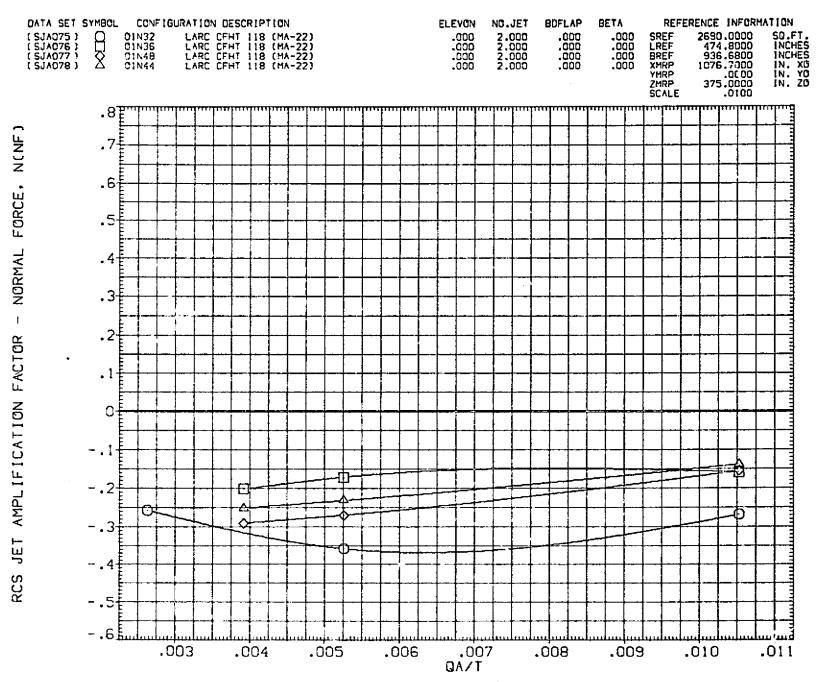


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

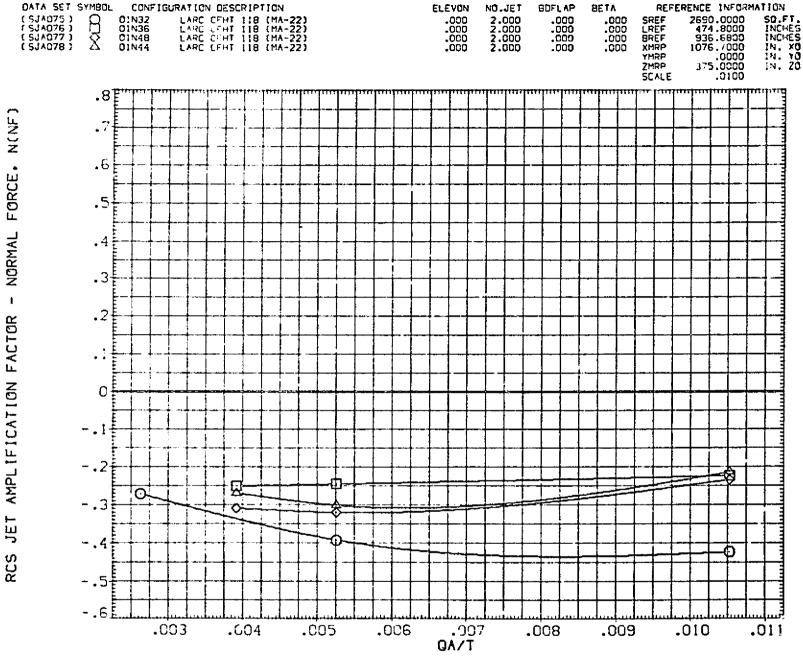


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

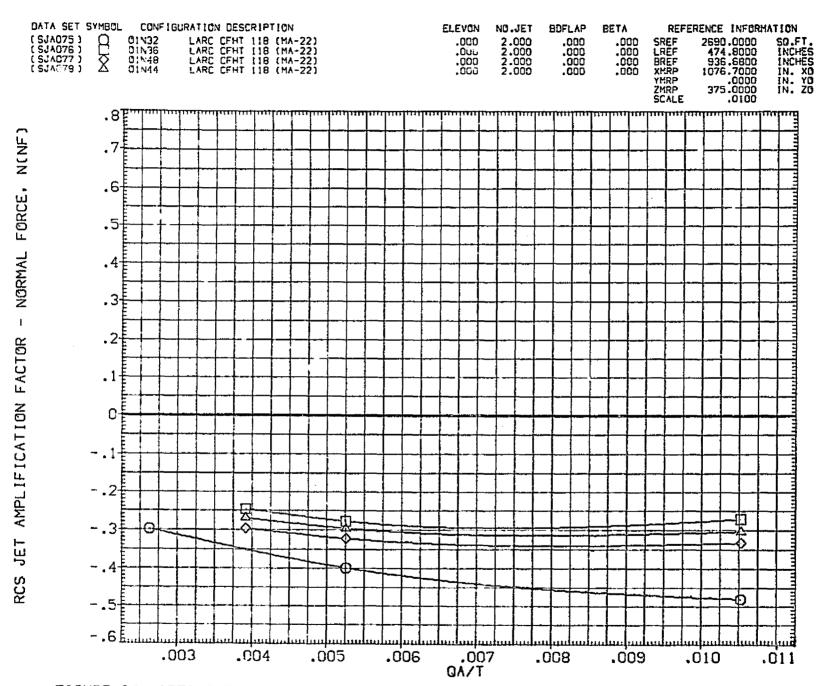


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (G)ALPHA = 4.00

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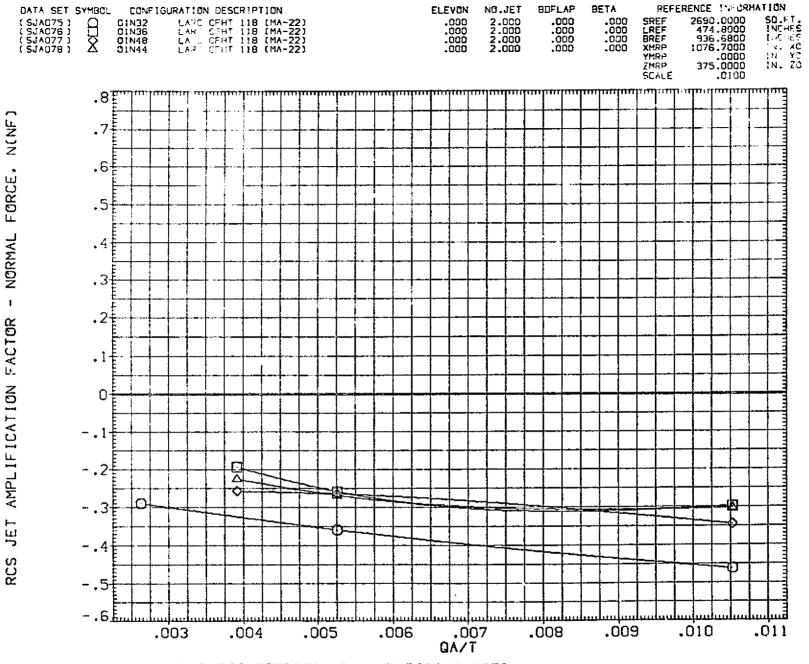


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(H)ALPHA = 6.00

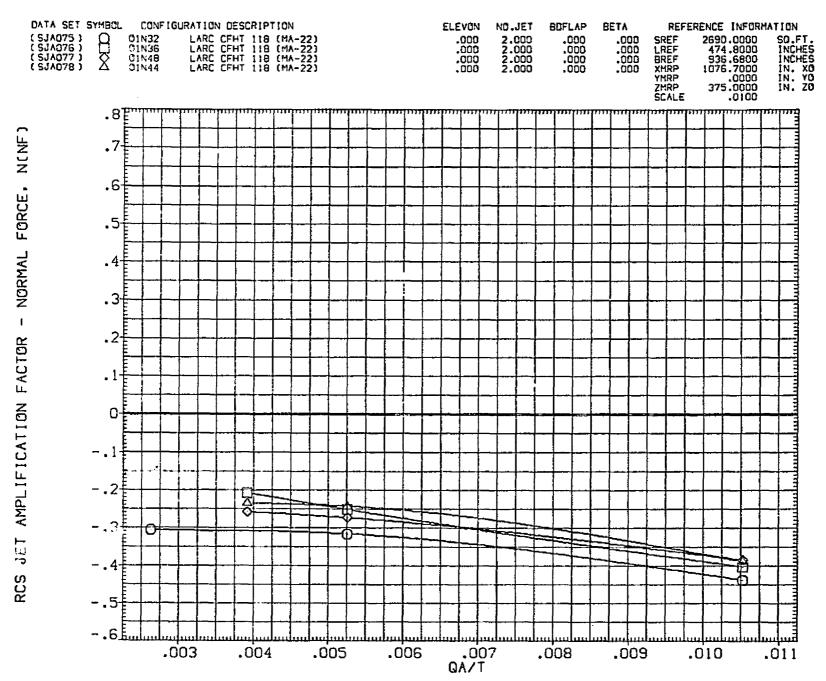


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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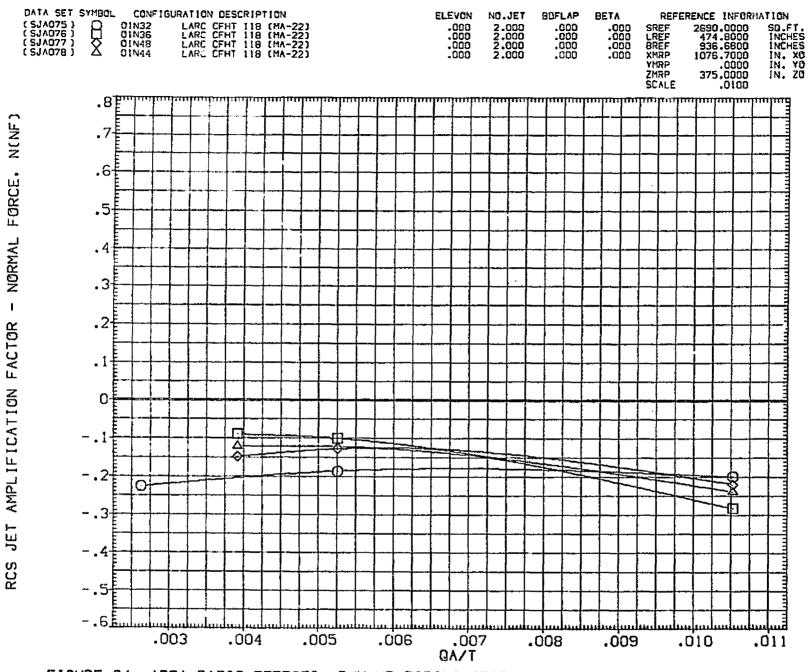


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS (J)ALPHA = 10.00

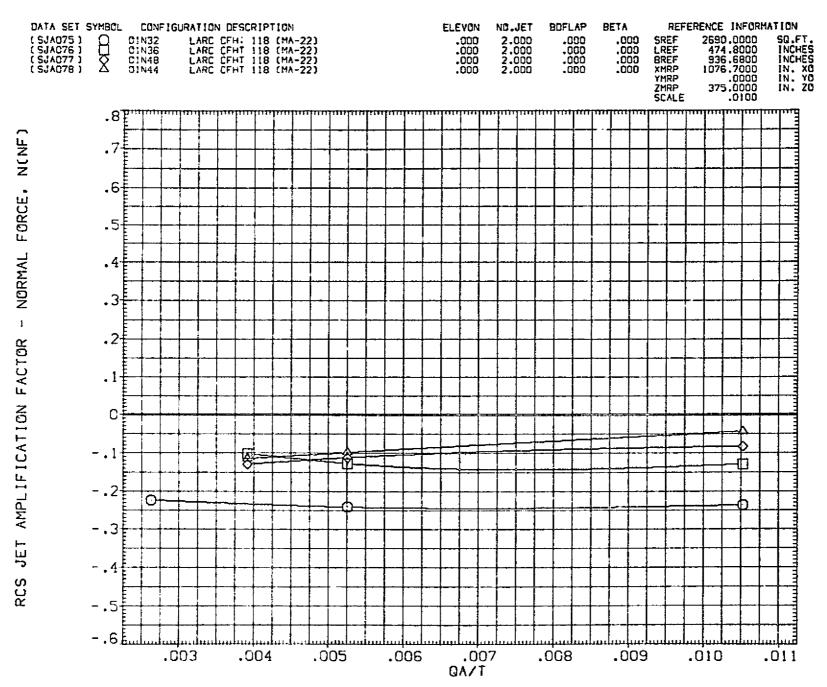


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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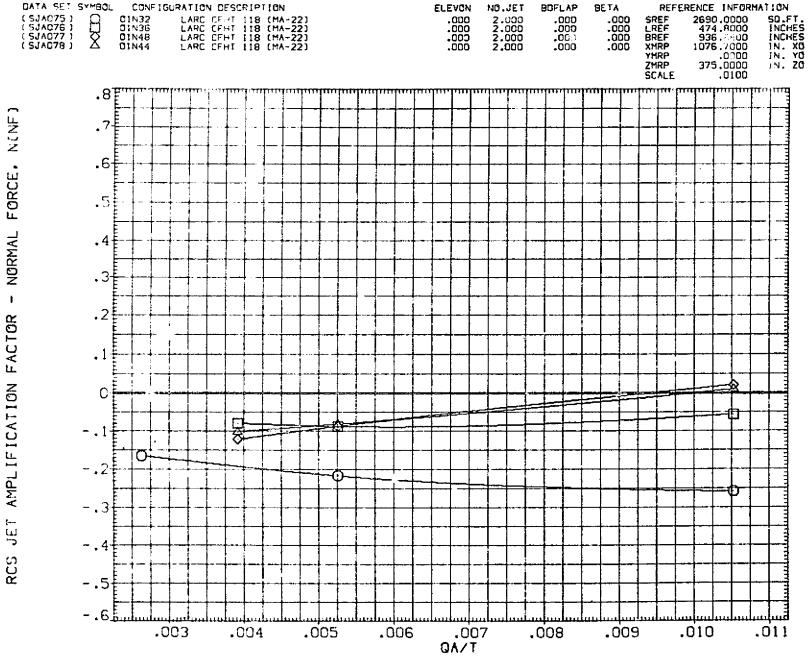


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

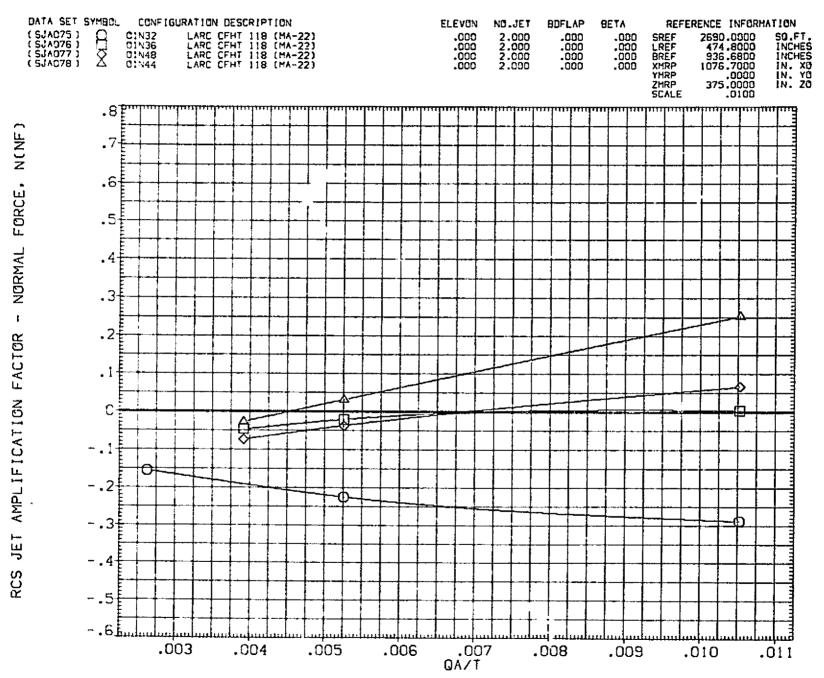


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS

 $\mathcal{E} = \Delta$

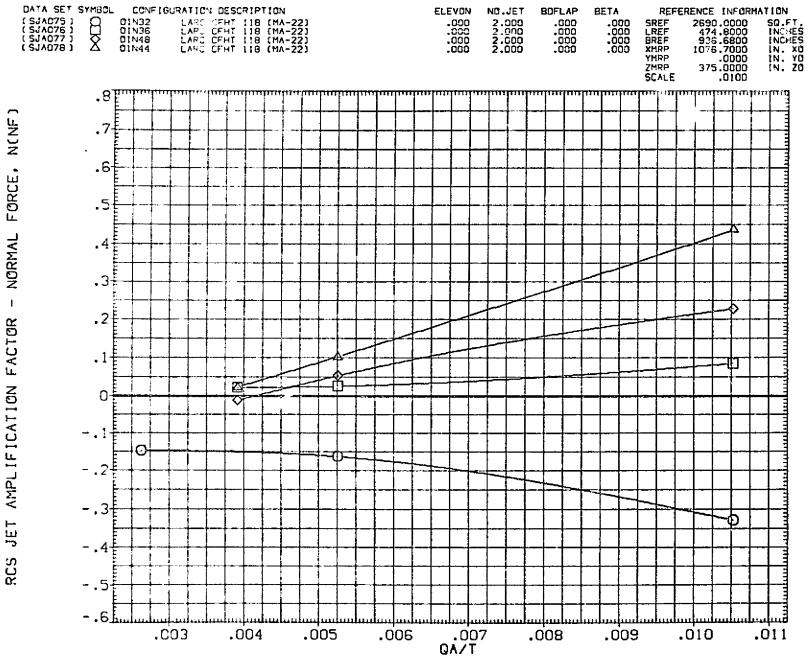


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(N)ALPHA = 30.00

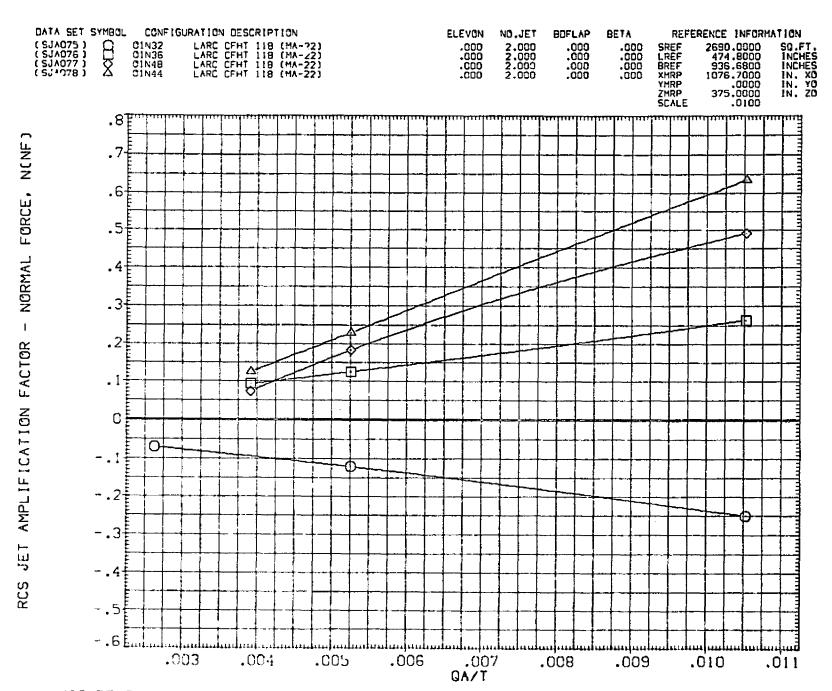


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

 $f = \sum_{i=1}^{n} f_i$

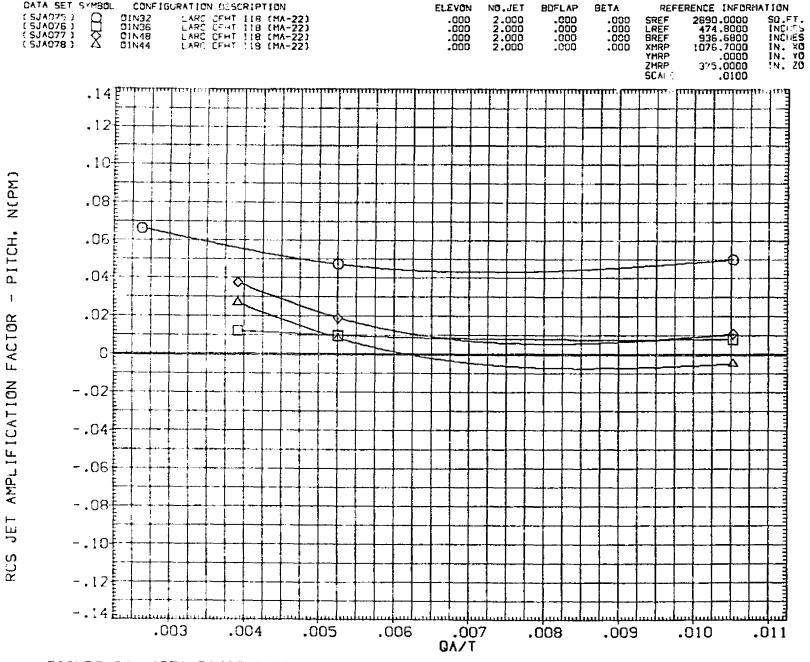


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(A)ALPHA = -8.00

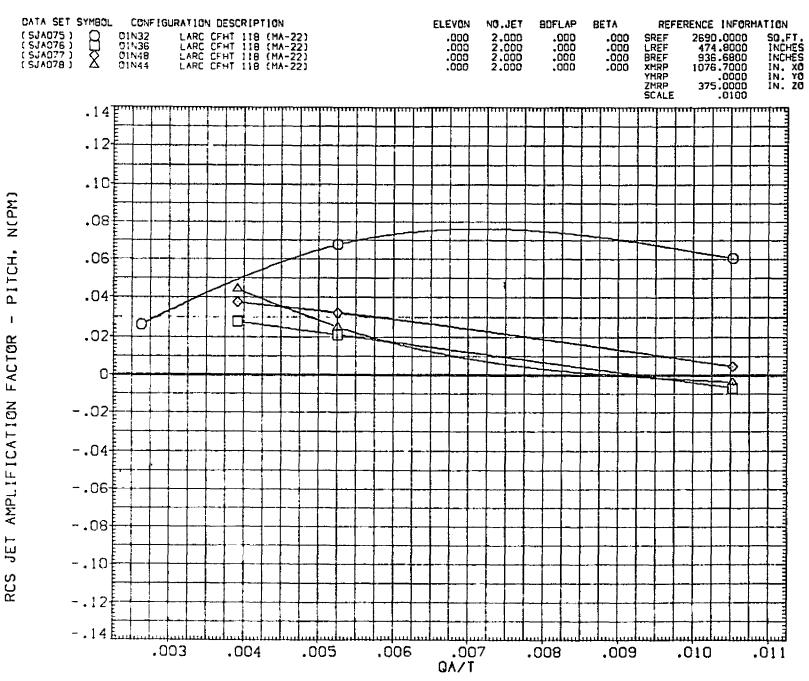


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

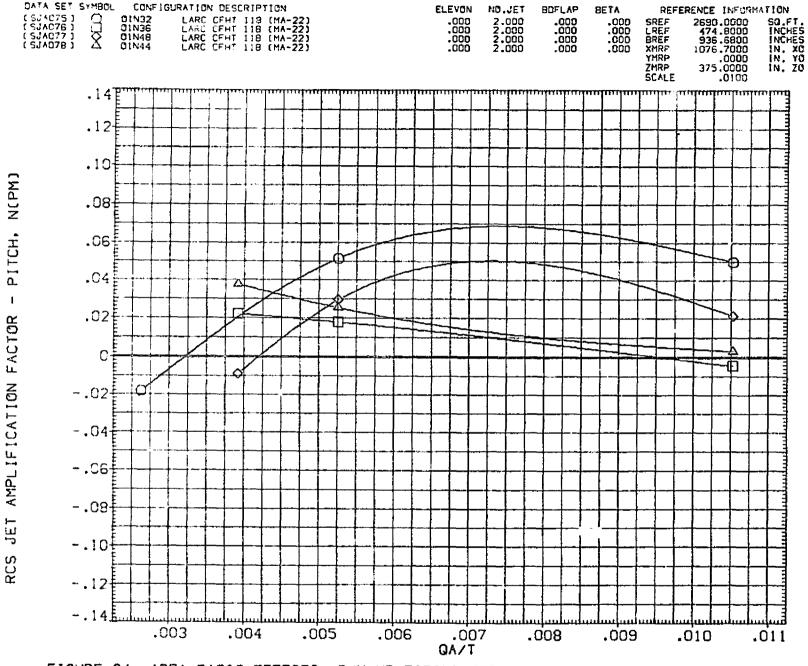


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

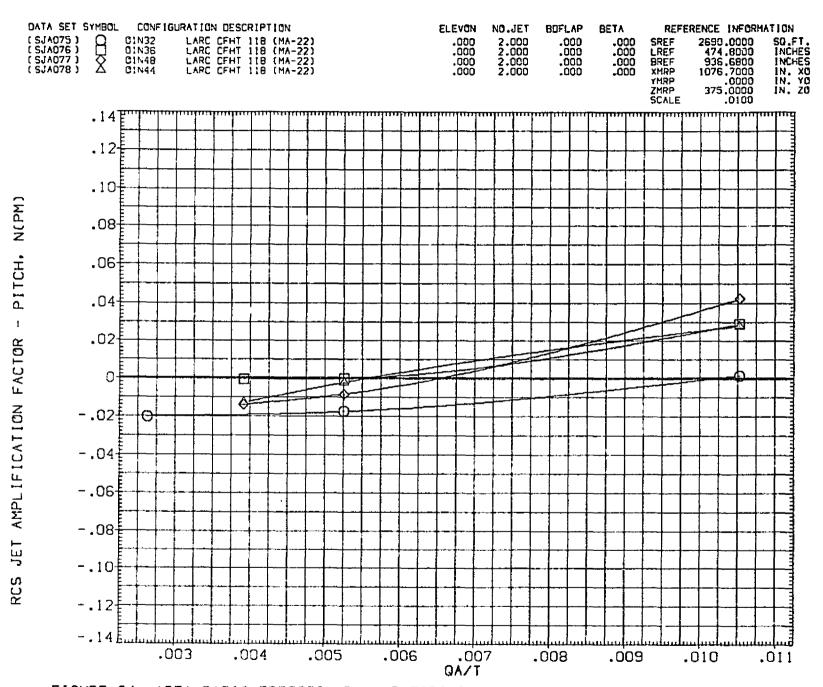


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

6.)

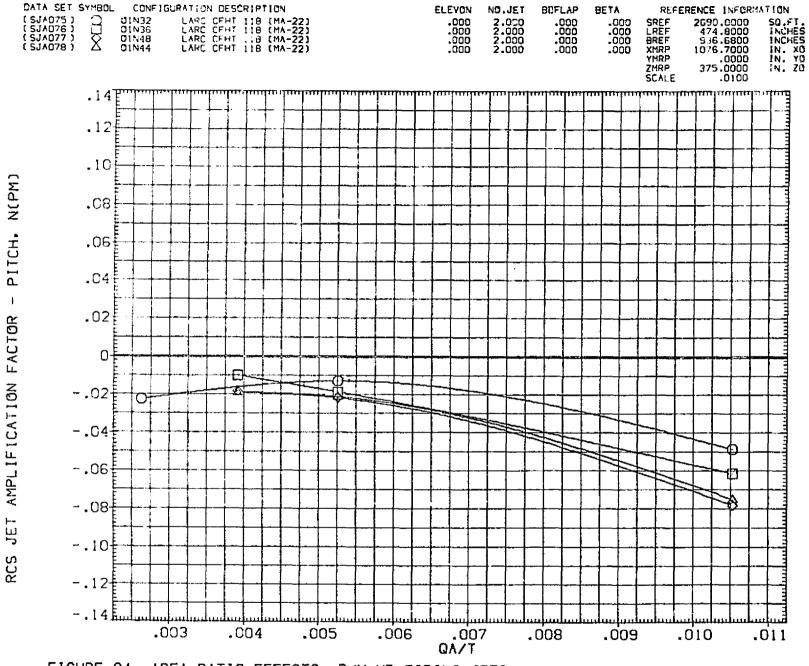


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(E)ALPHA = .00

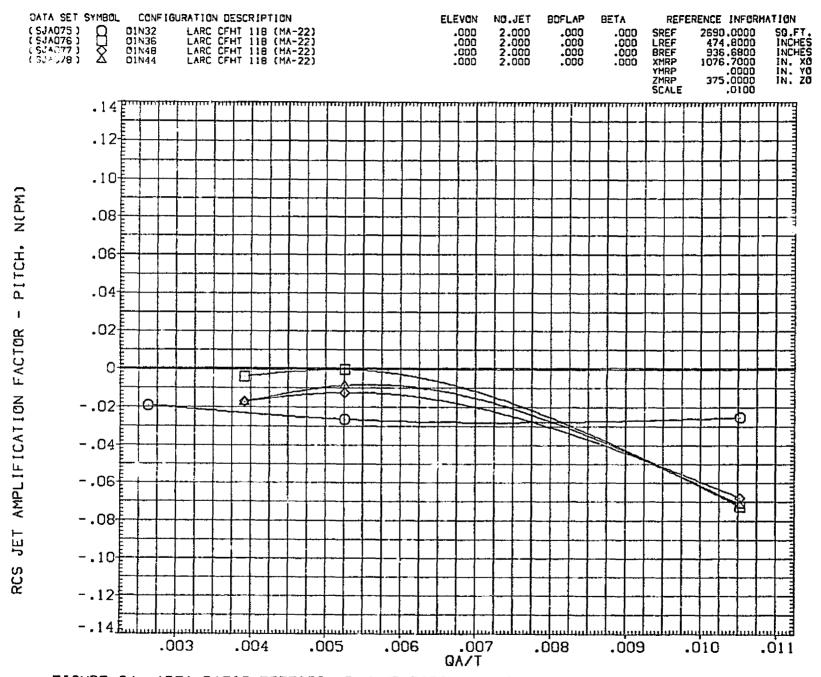


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

 $f_{\rm so}^{\rm c} = \lambda$

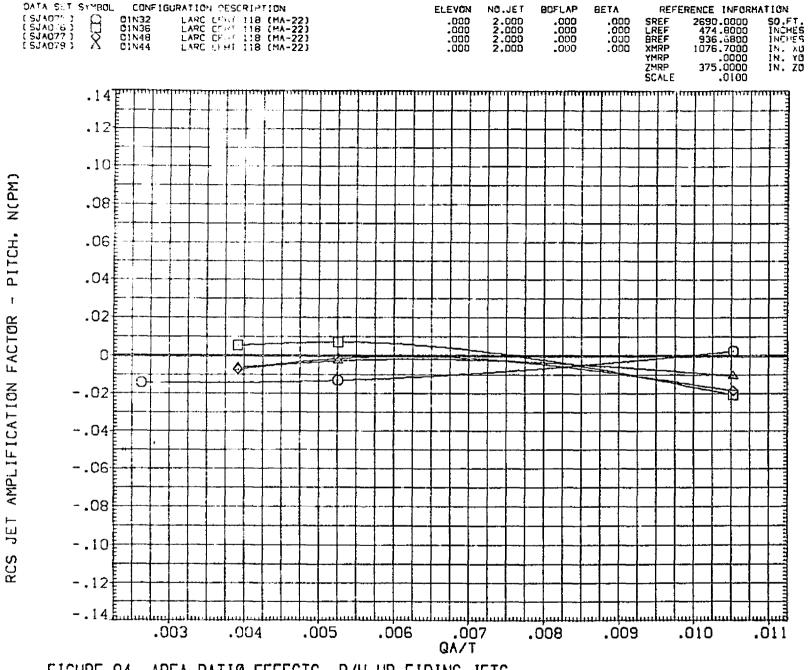


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (G)ALPHA = 4.00

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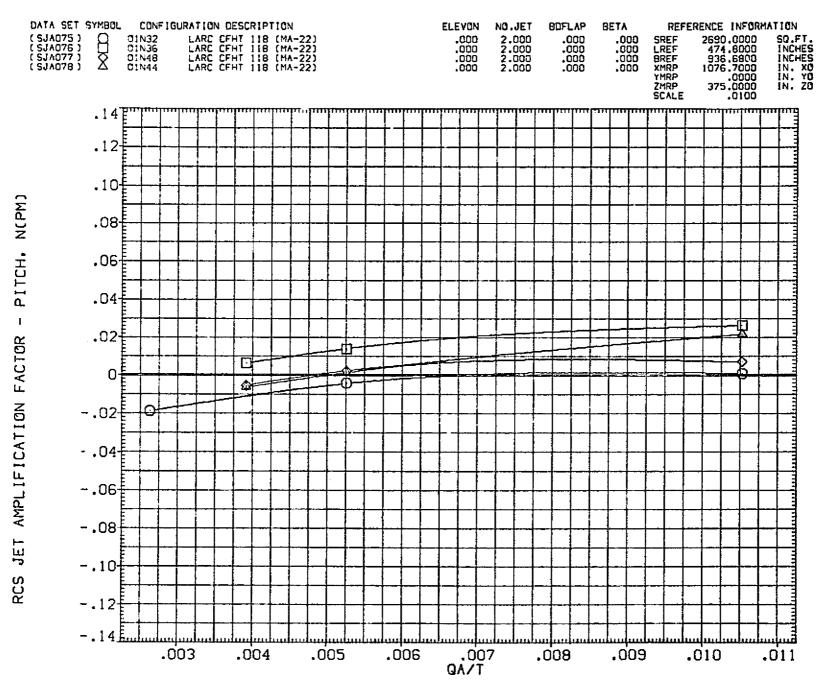


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(H)ALPHA = 6.00

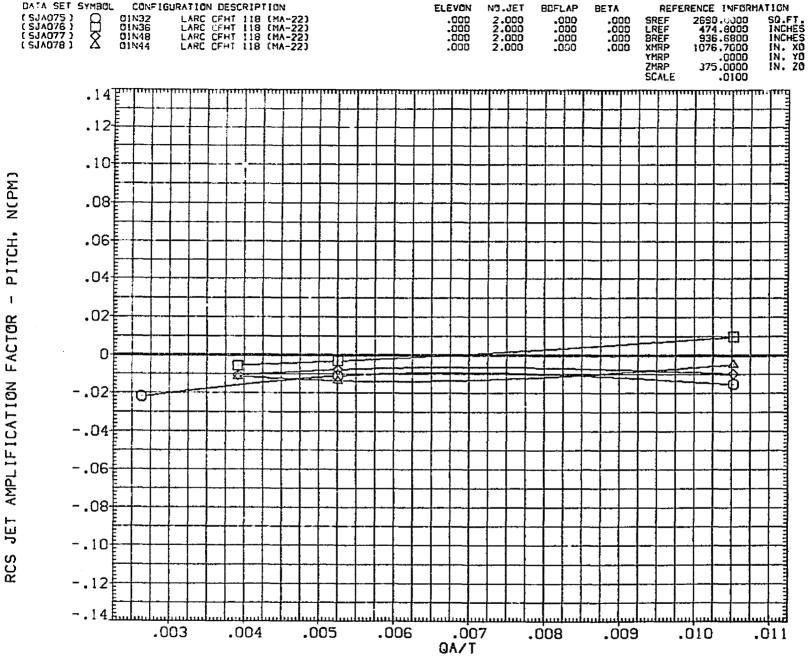


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

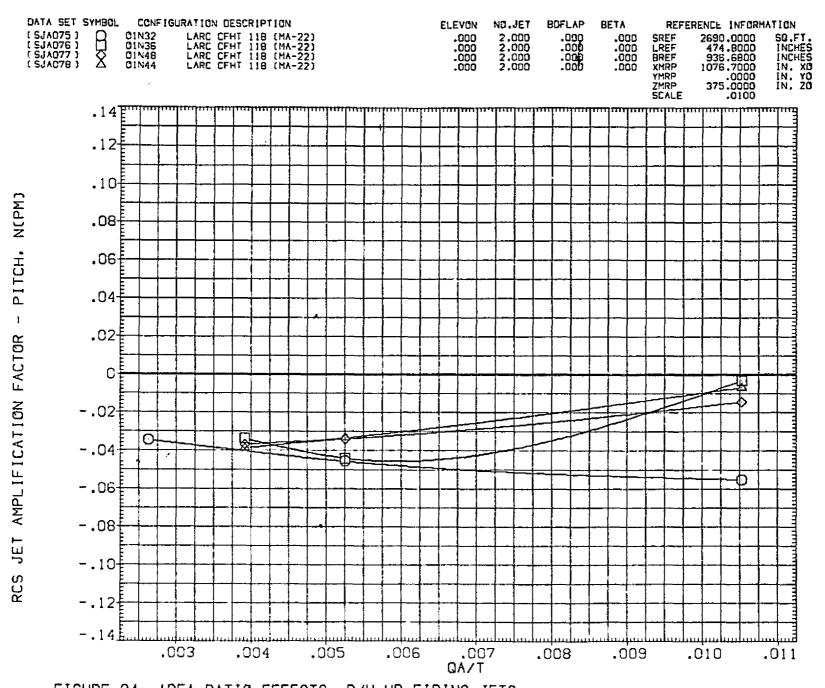


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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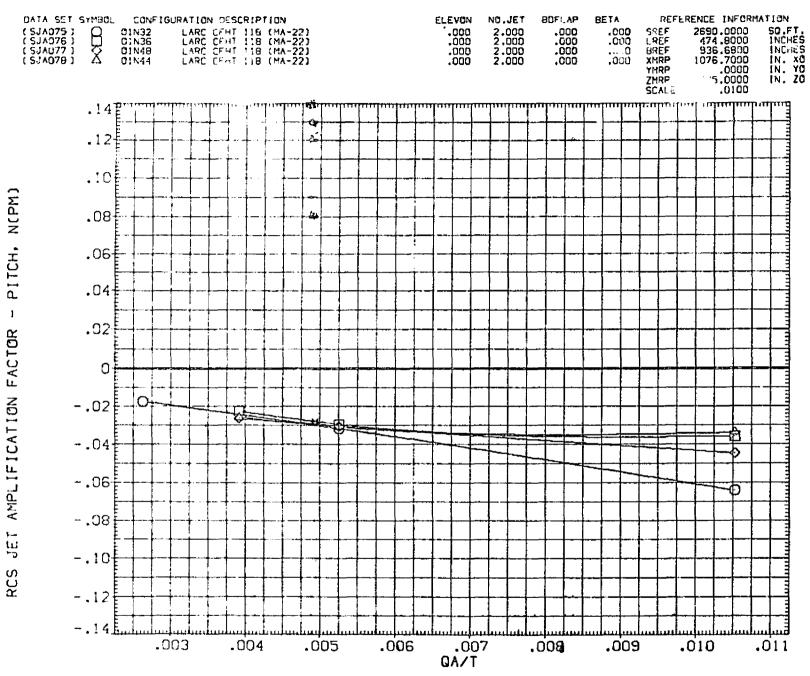


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (K)ALPHA = 15.00

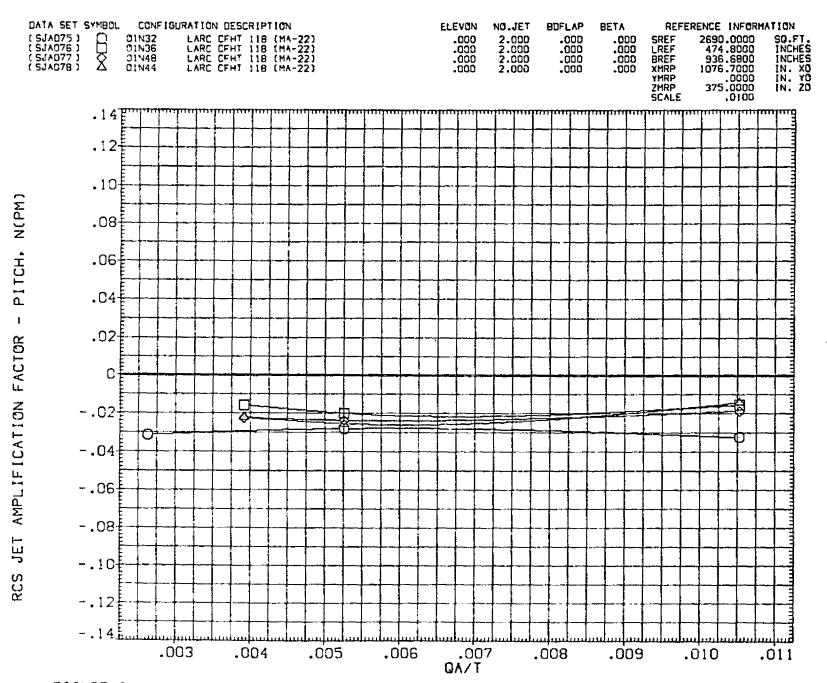


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

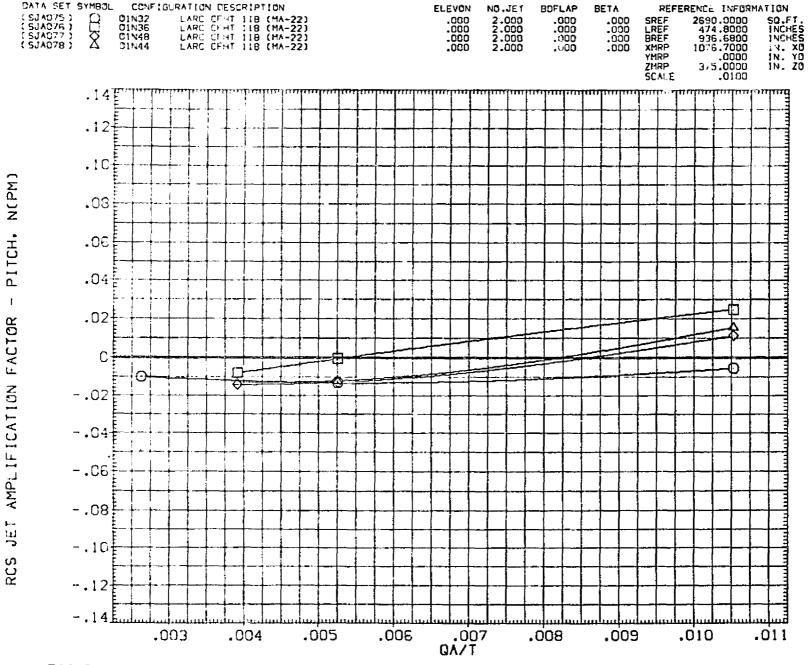


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (M)ALPHA = 25.00

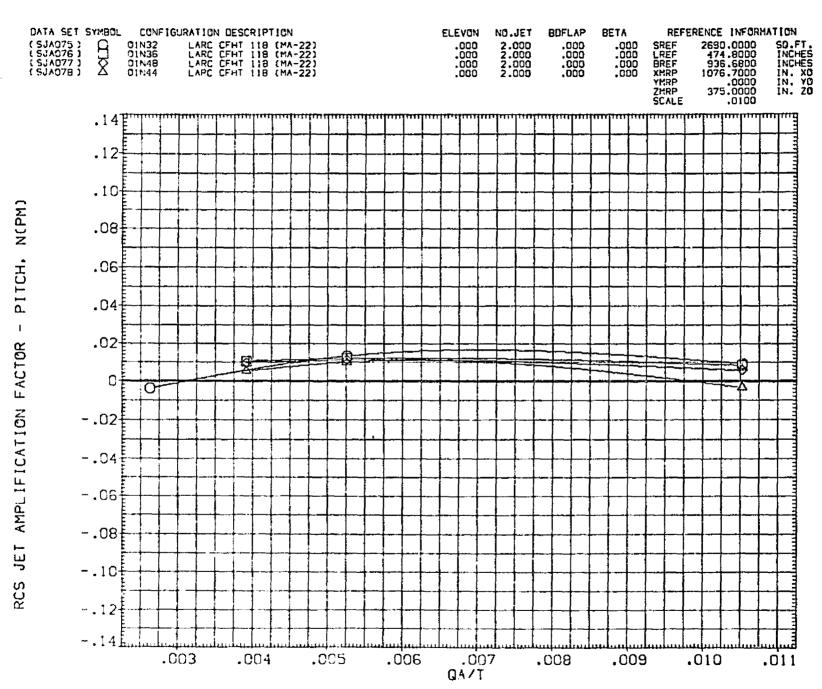


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(N)ALPHA = 30.00

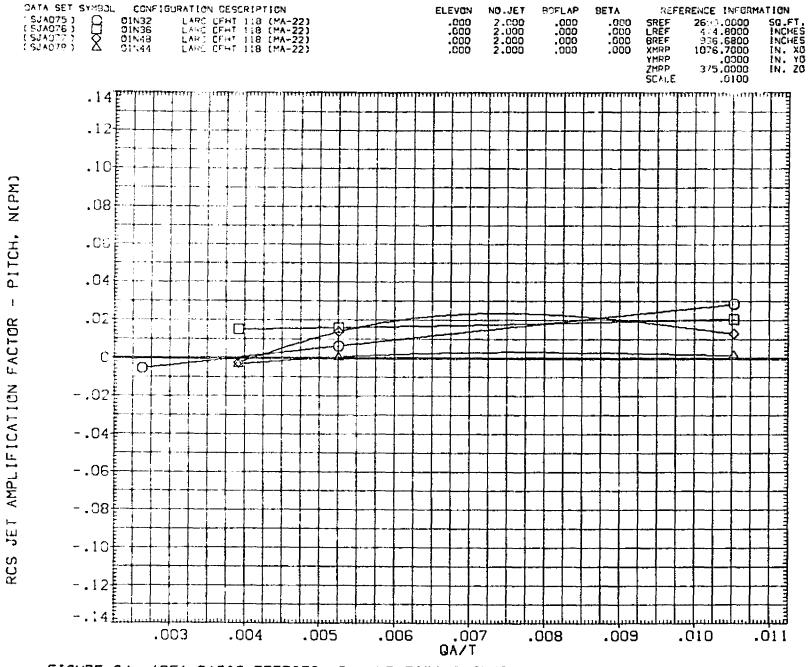


FIGURE 94. AREA RATIO EFFECTS, RATIO FIRING JETS
(C)ALPHA = 35.00

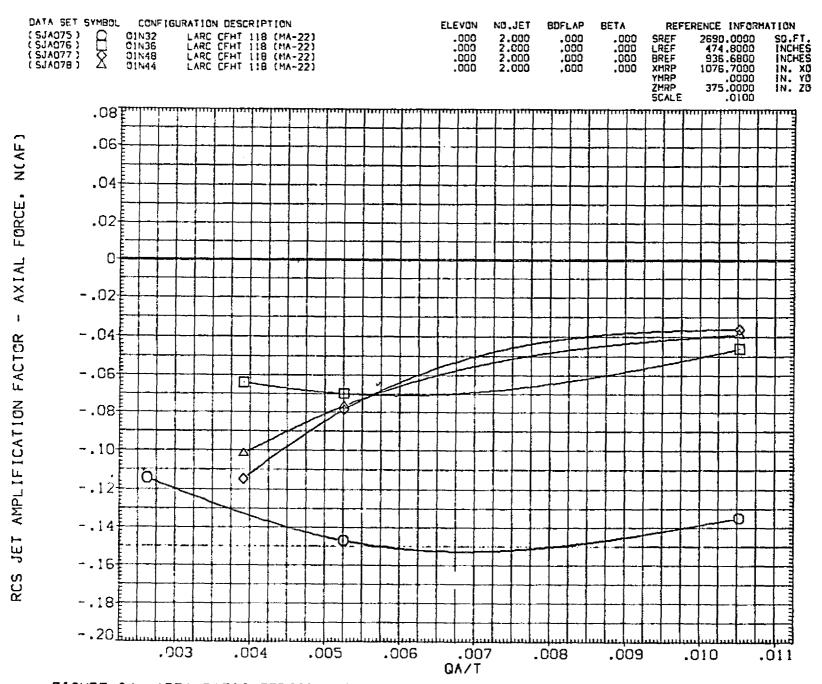


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(A)ALPHA = -8.00

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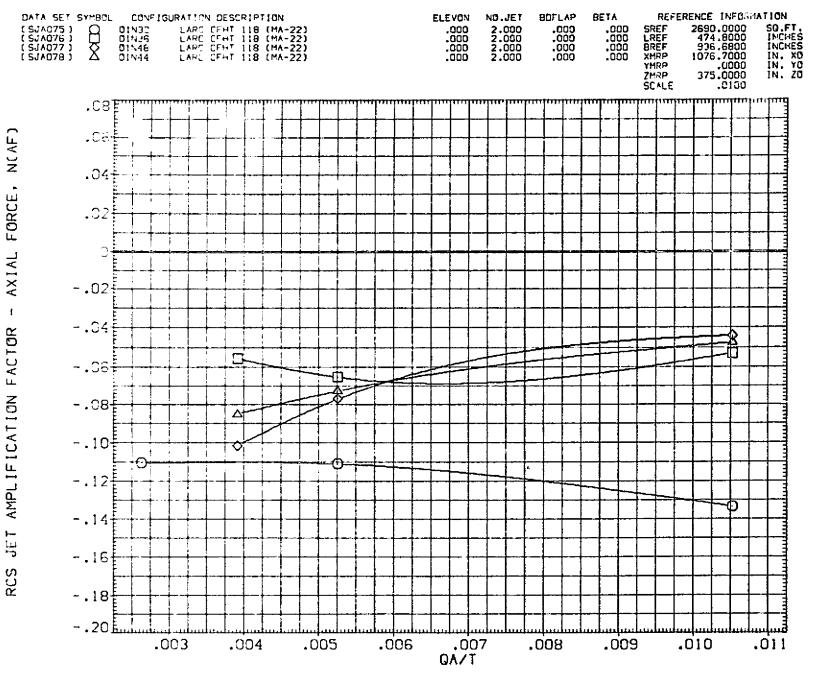


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS

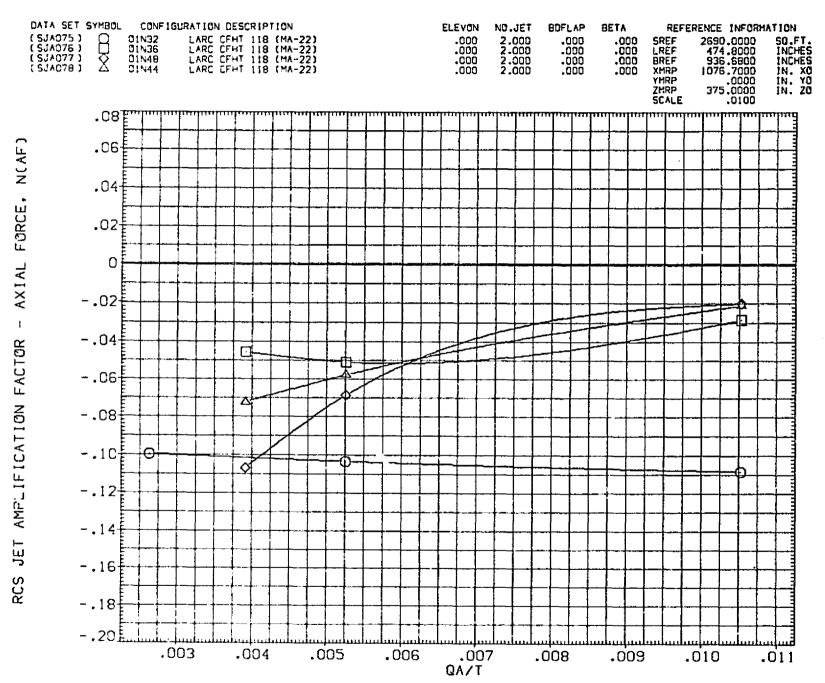


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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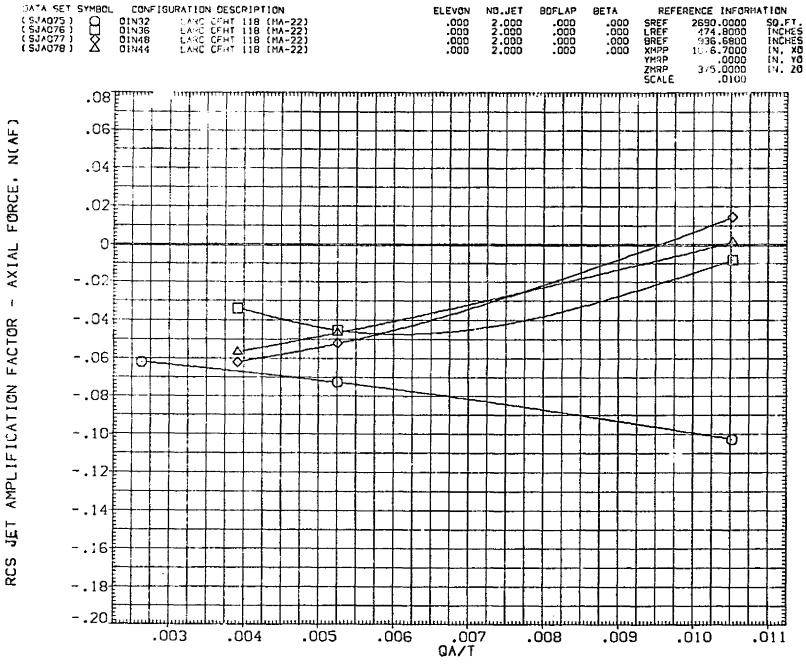


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(D)ALPHA = -2.00

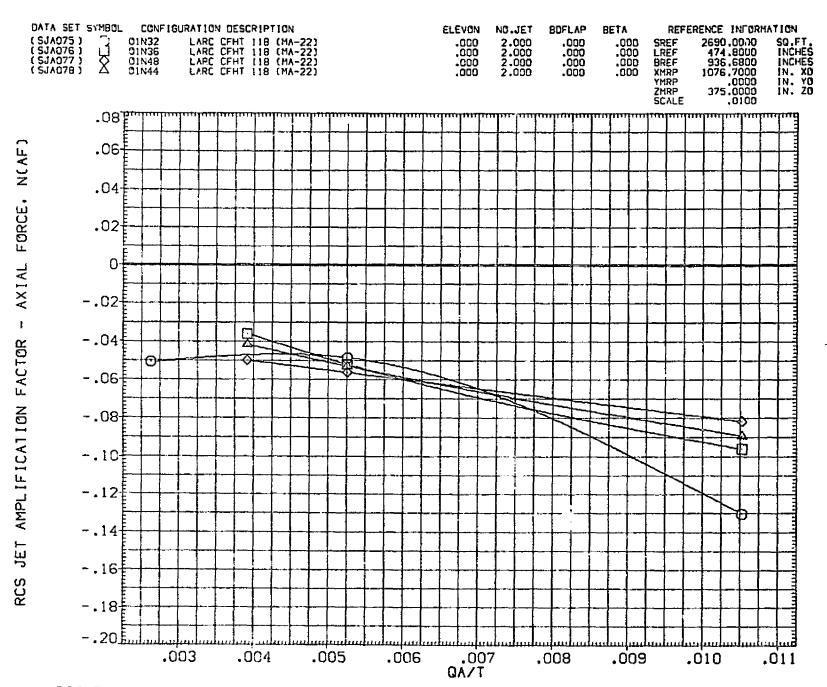


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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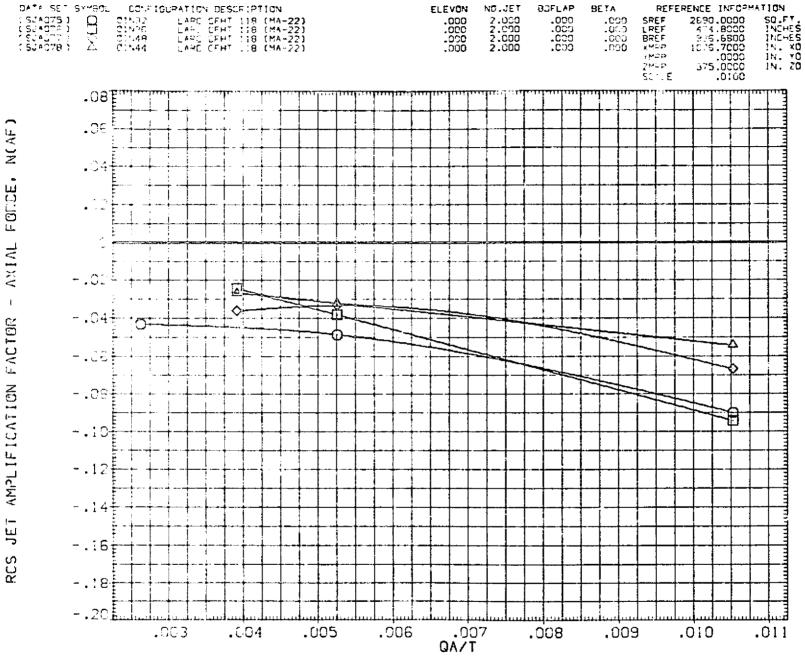


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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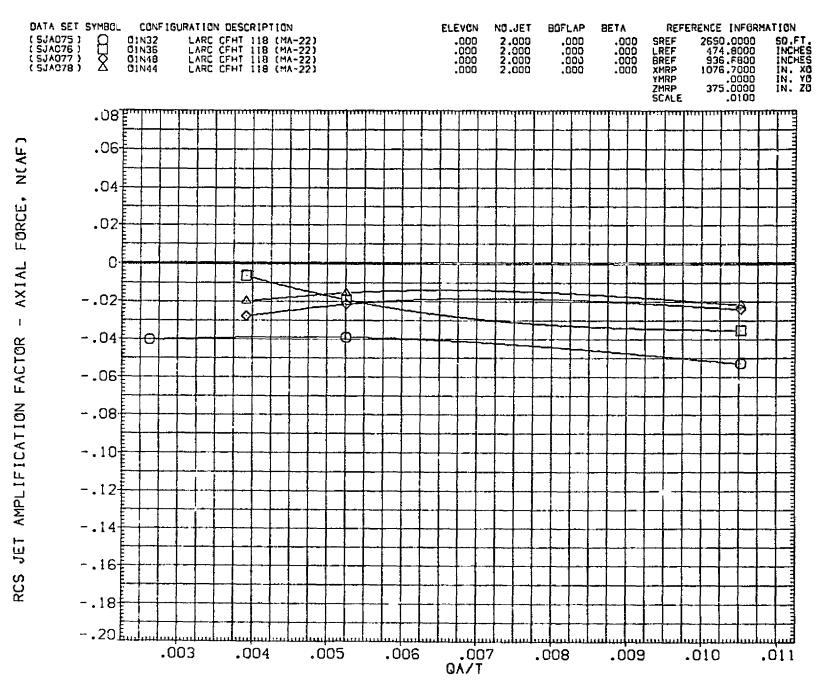


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (G)ALPHA = 4.00

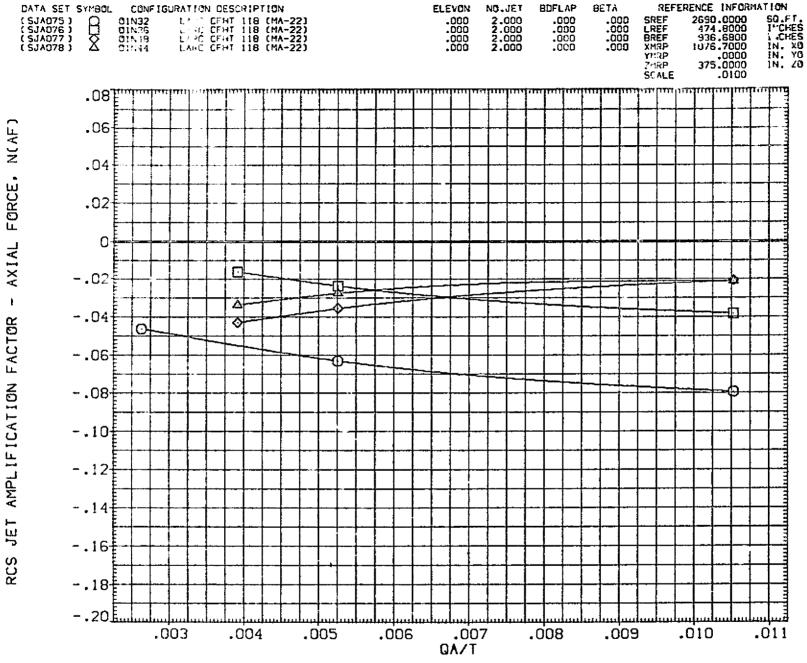


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(H)ALPHA = 6.00

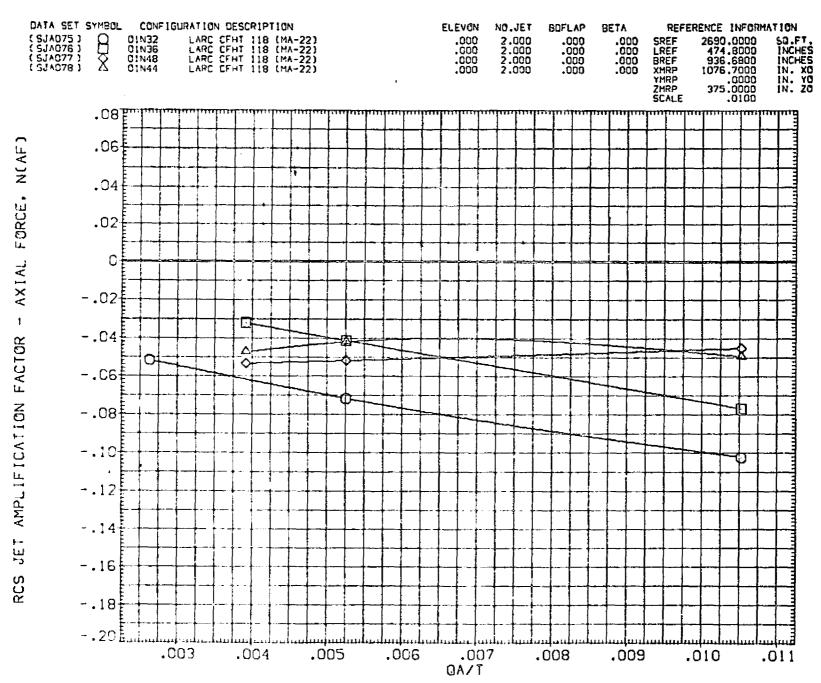


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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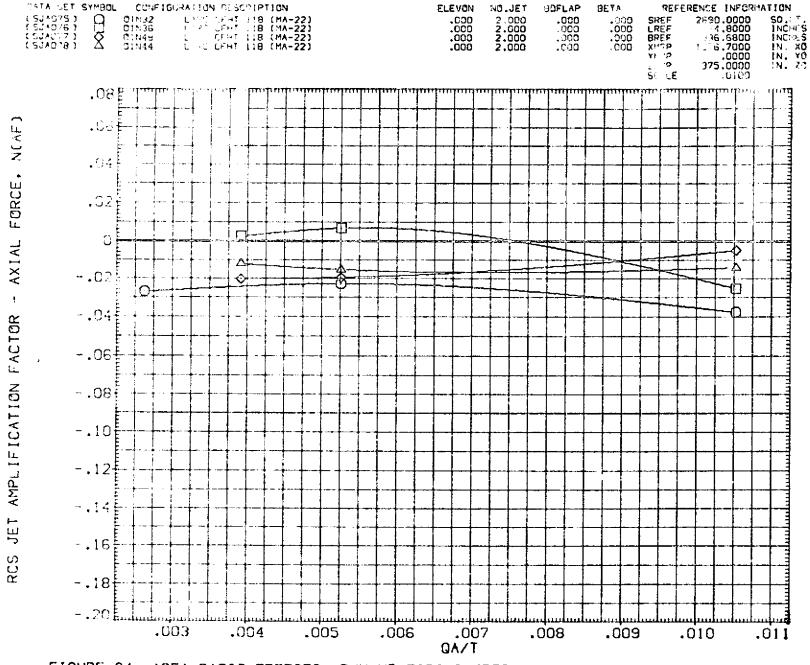


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(J)ALPHA = 10.00 PAGE 1998

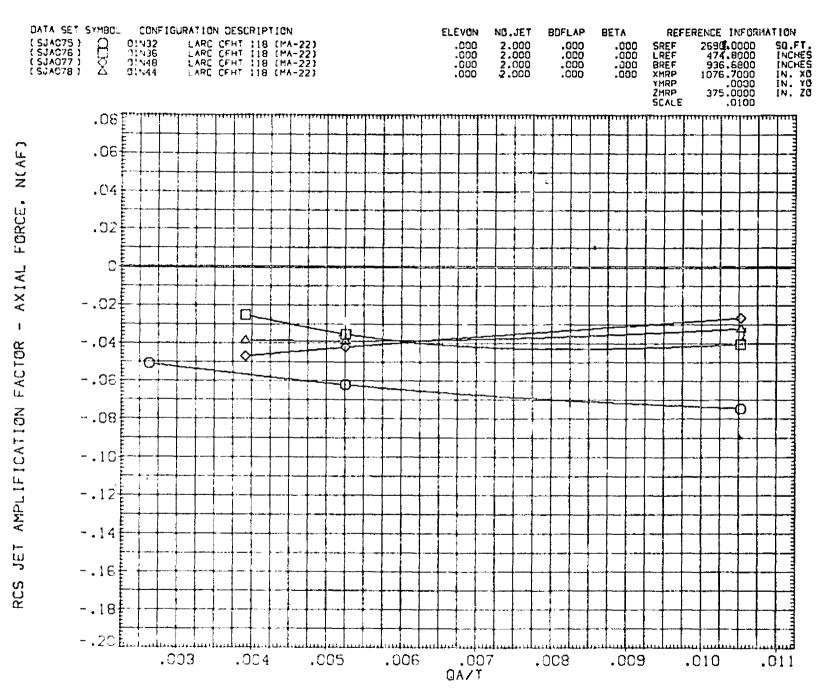


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (K) ALPHA = 15.00

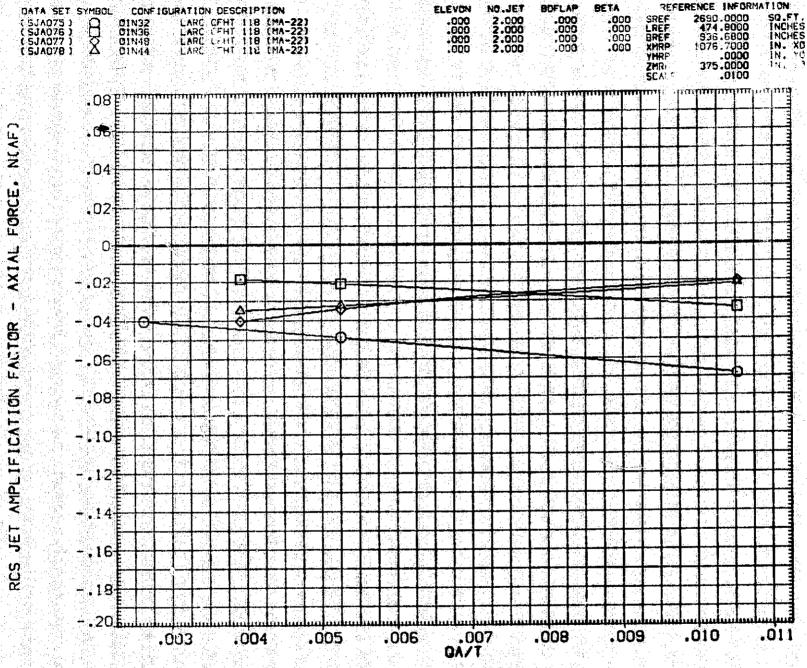


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS

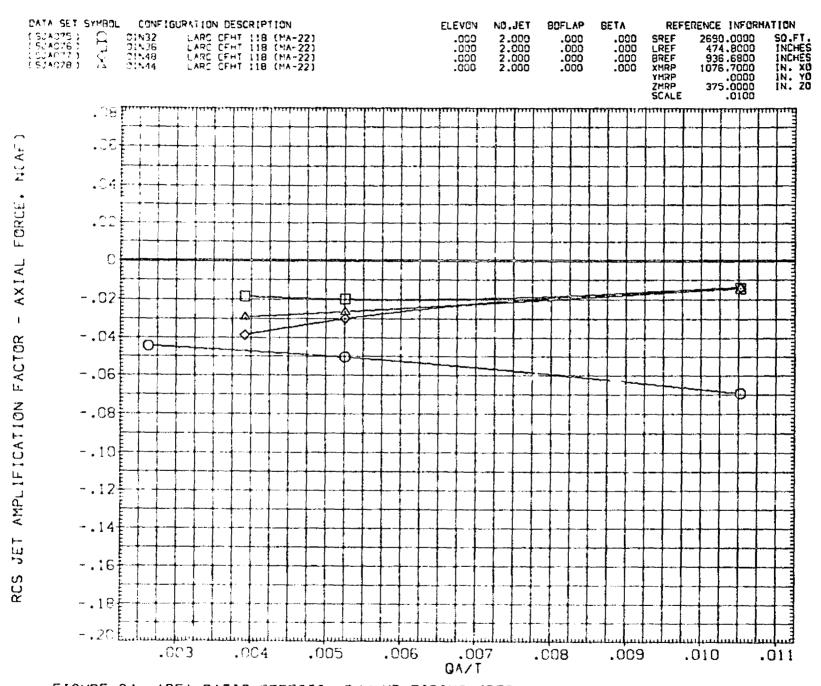


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

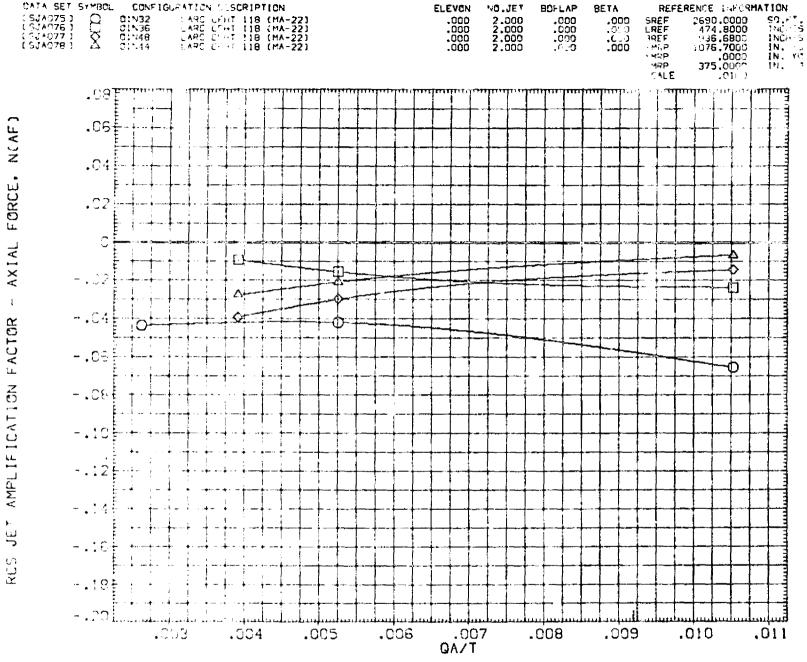


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

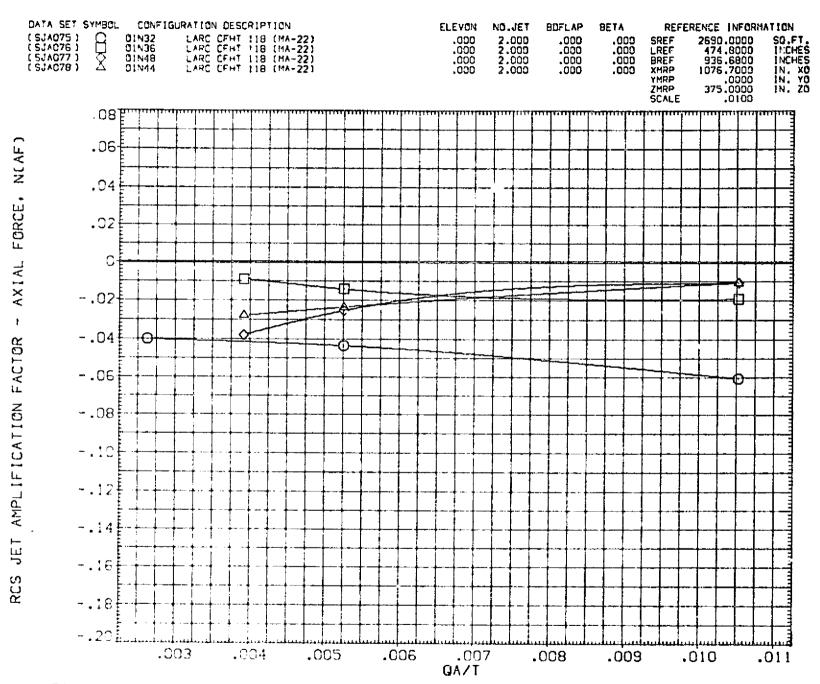


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS

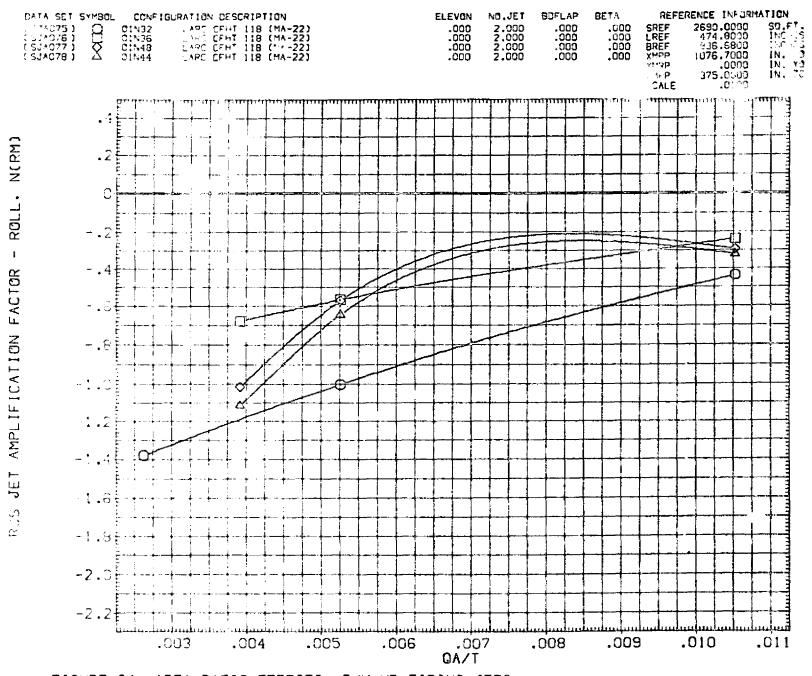


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

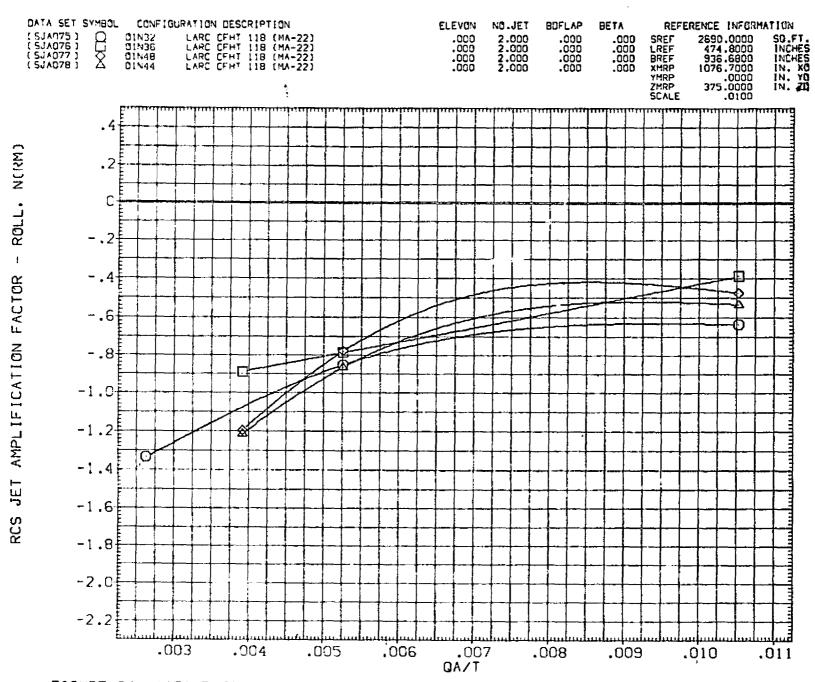


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(B)ALPHA = -6.00

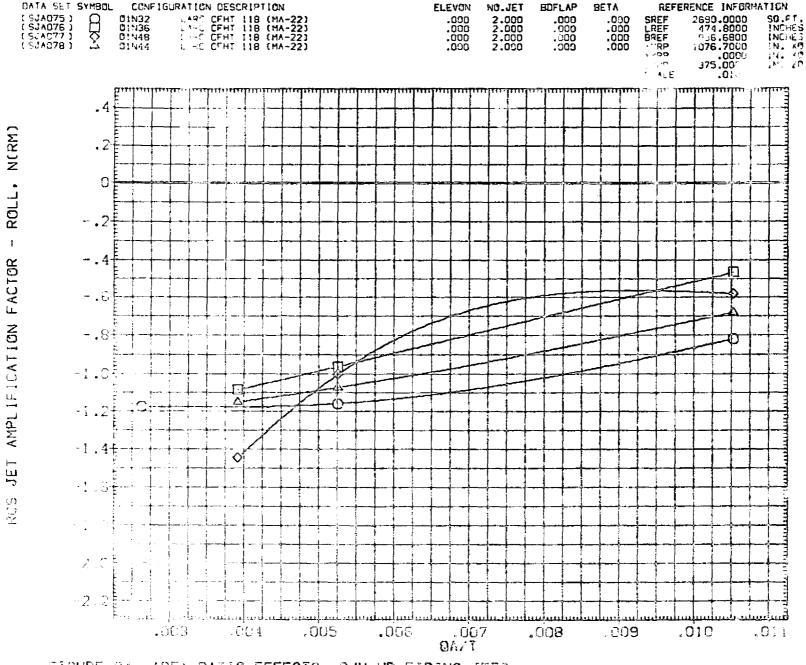


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (C)ALPHA = -4.00

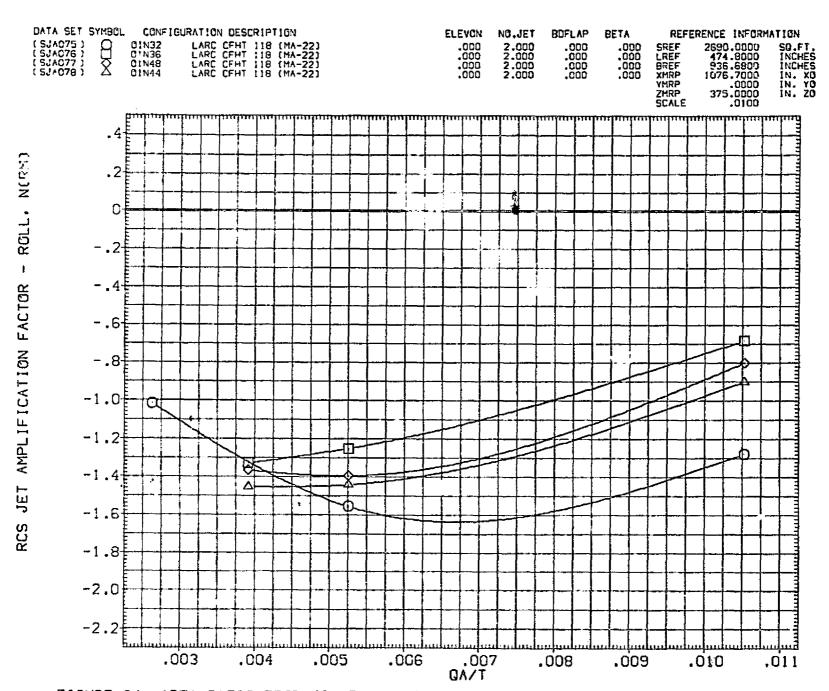


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(D)ALPHA = -2.00

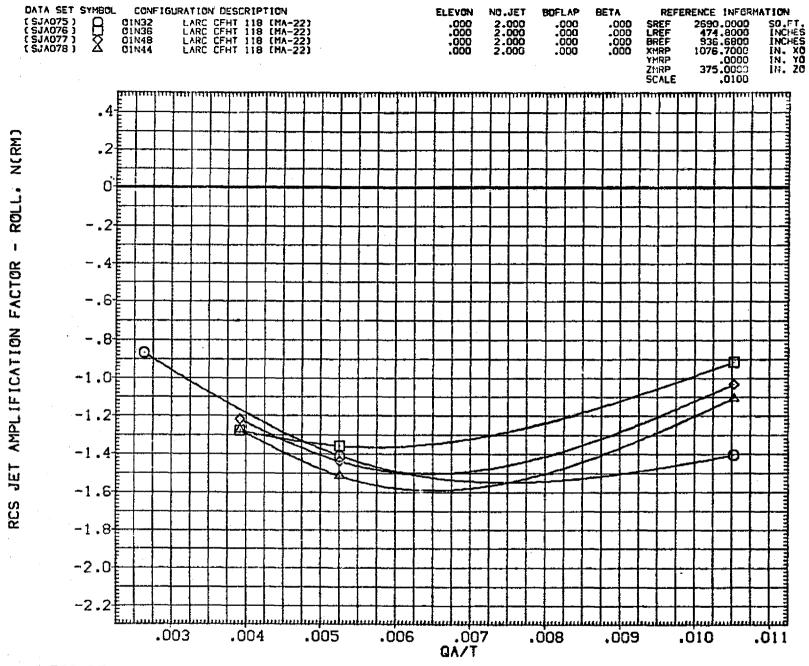


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(E)ALPHA = .00

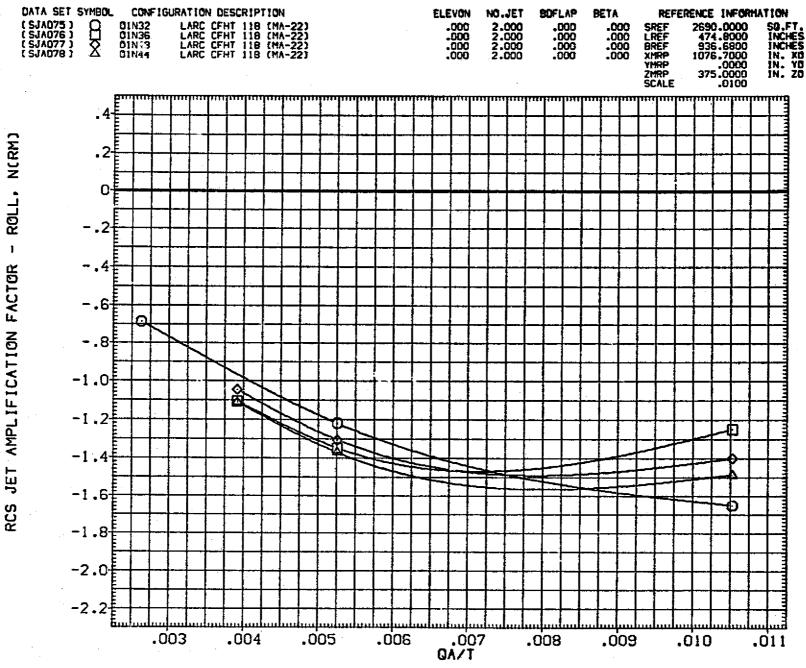


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(F)ALPHA = 2.00

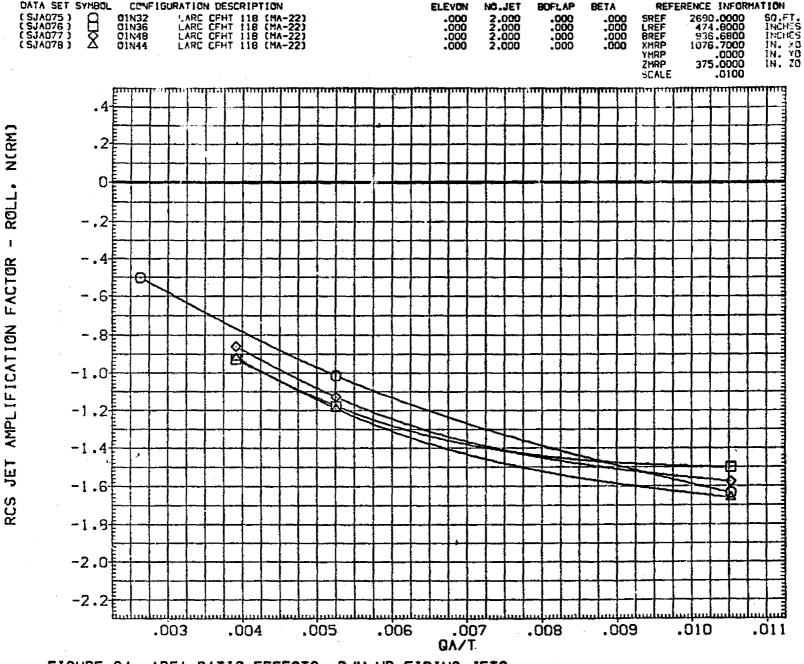


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(G)ALPHA = 4.00

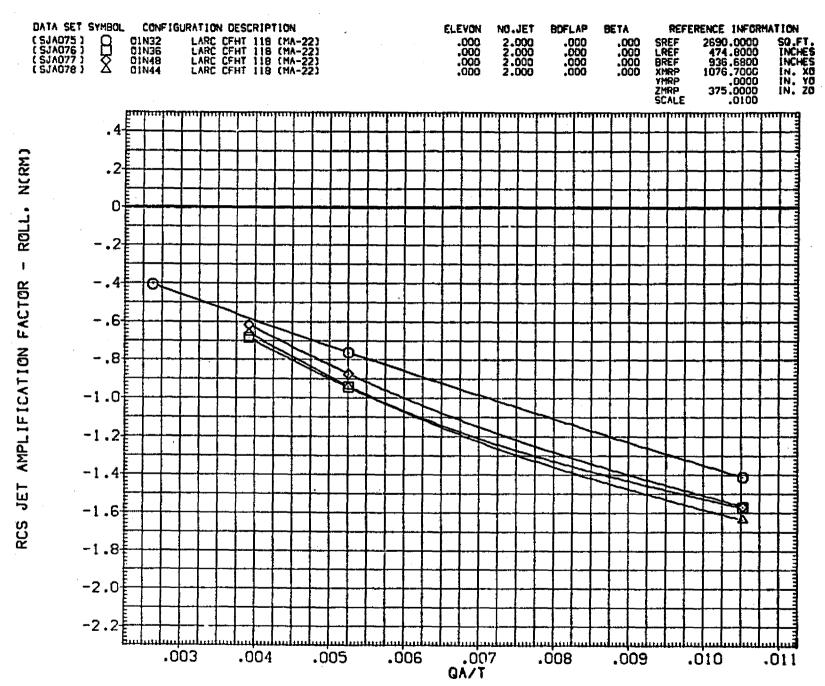


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(H)ALPHA = 6.00

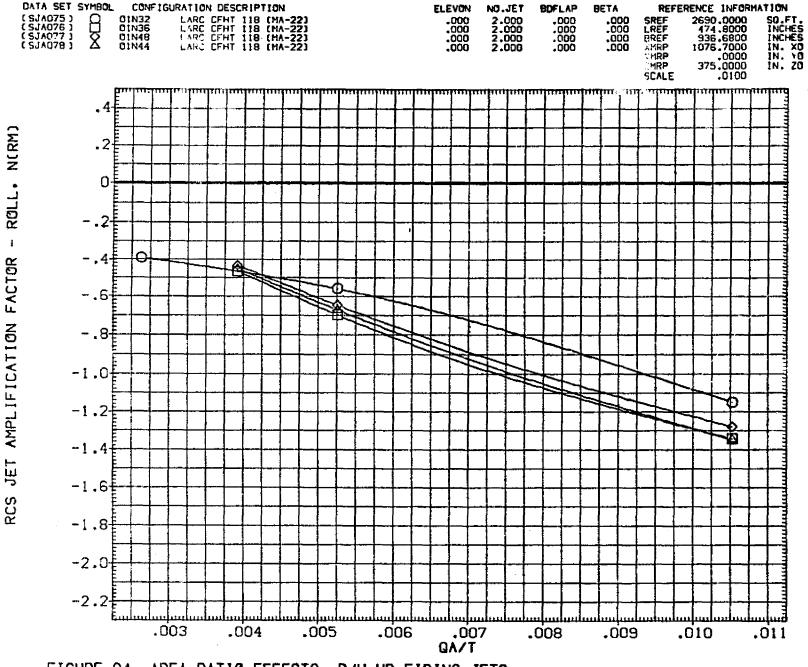


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

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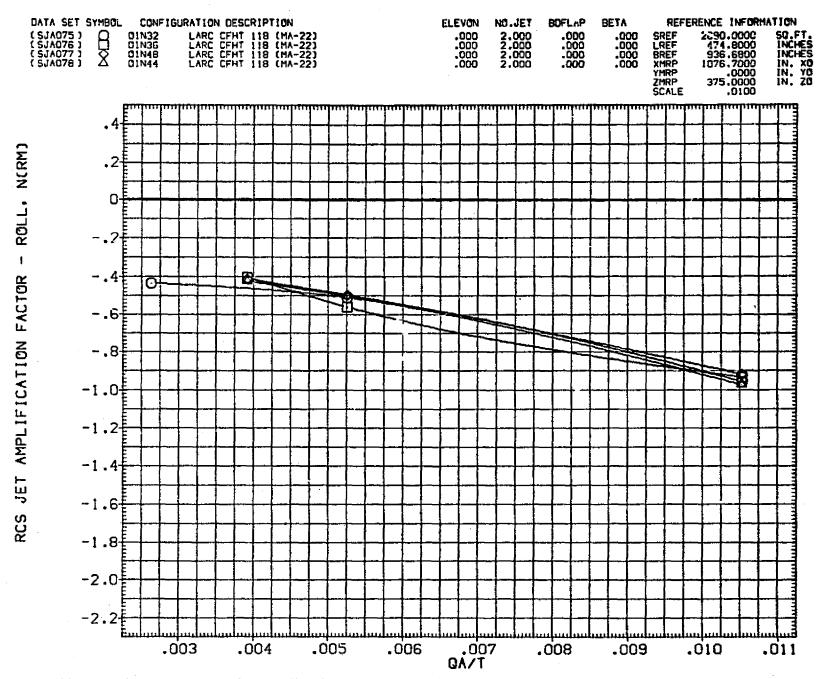


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(J)ALPHA = 10.00

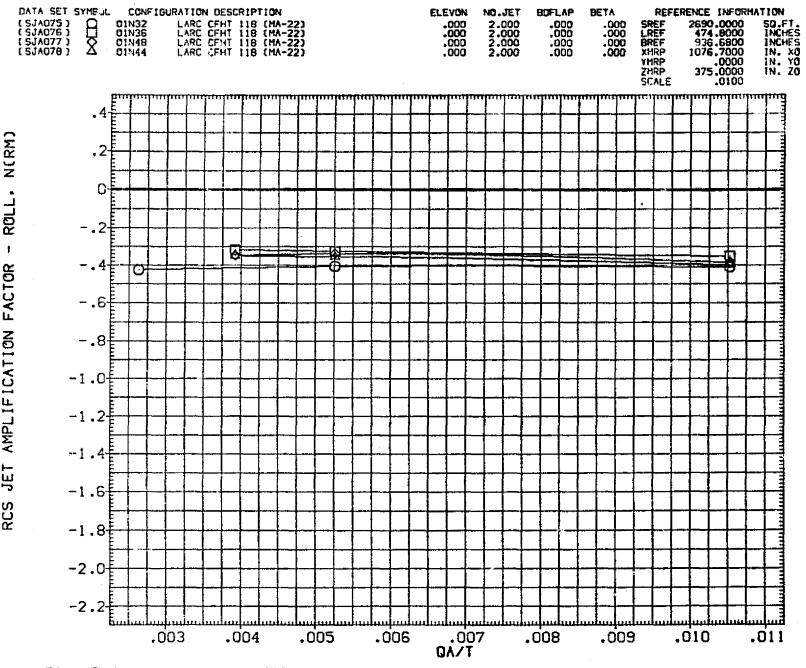


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

PAGE 2014 .

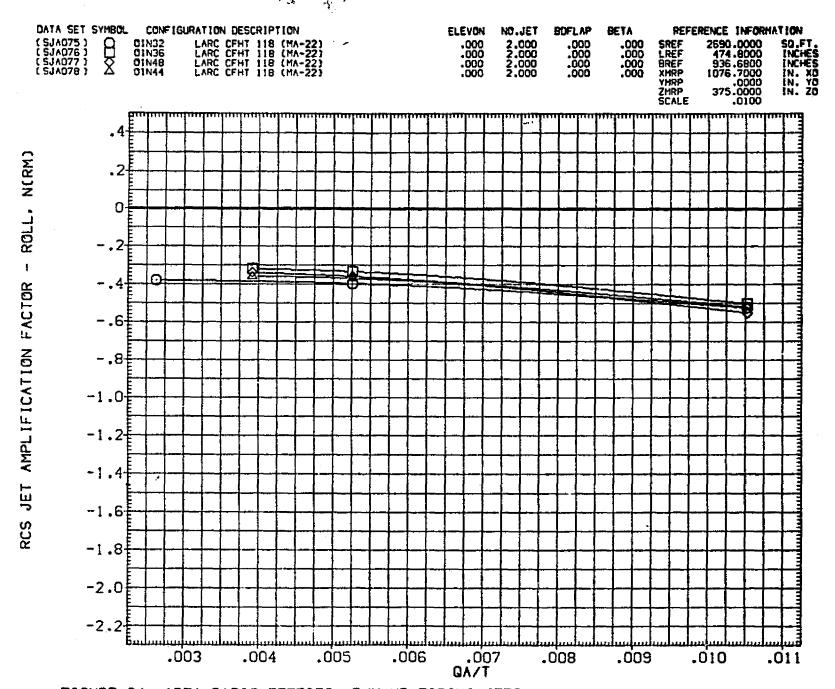


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

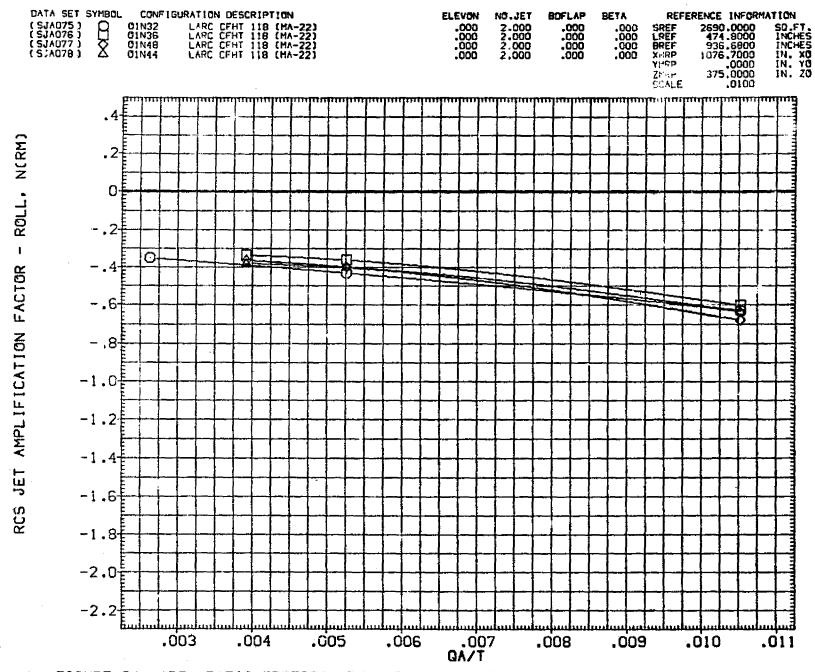


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(M)ALPHA = 25.00 PAGE 2016

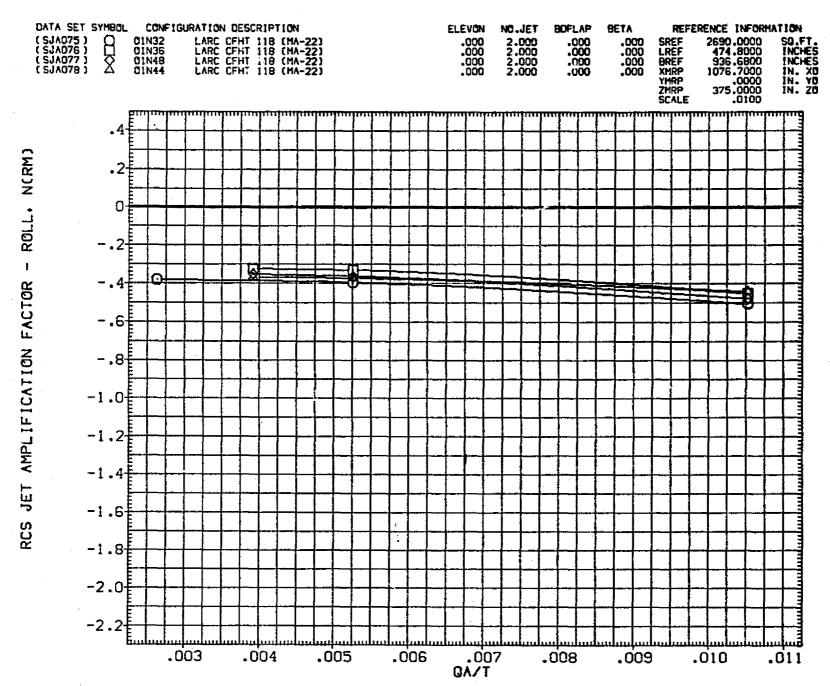


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (N)ALPHA = 30.00

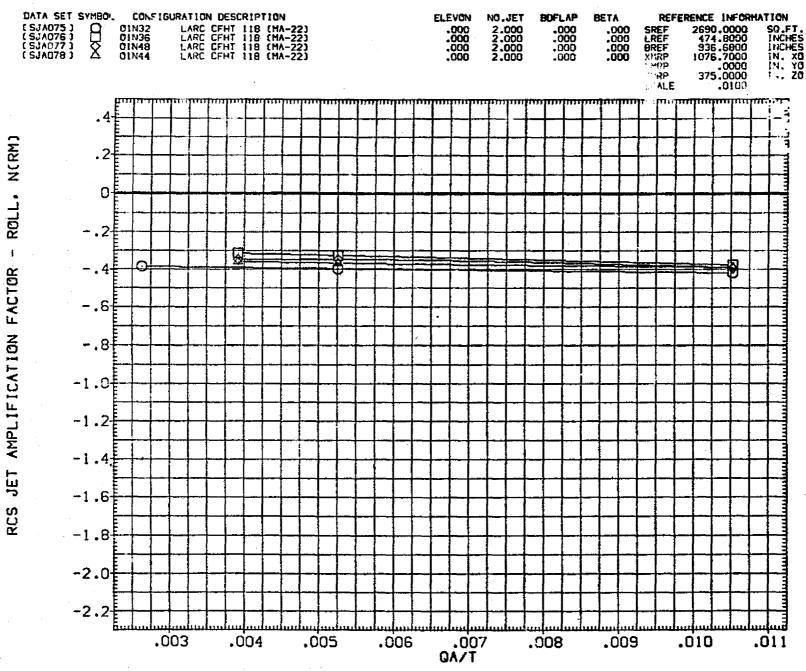


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(0)ALPHA = 35.00

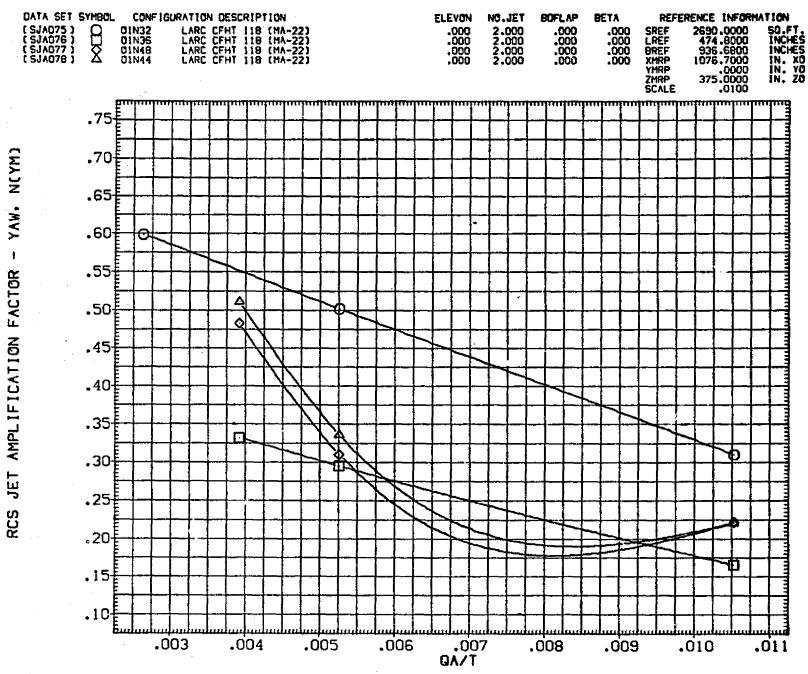


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(A)ALPHA = -8.00

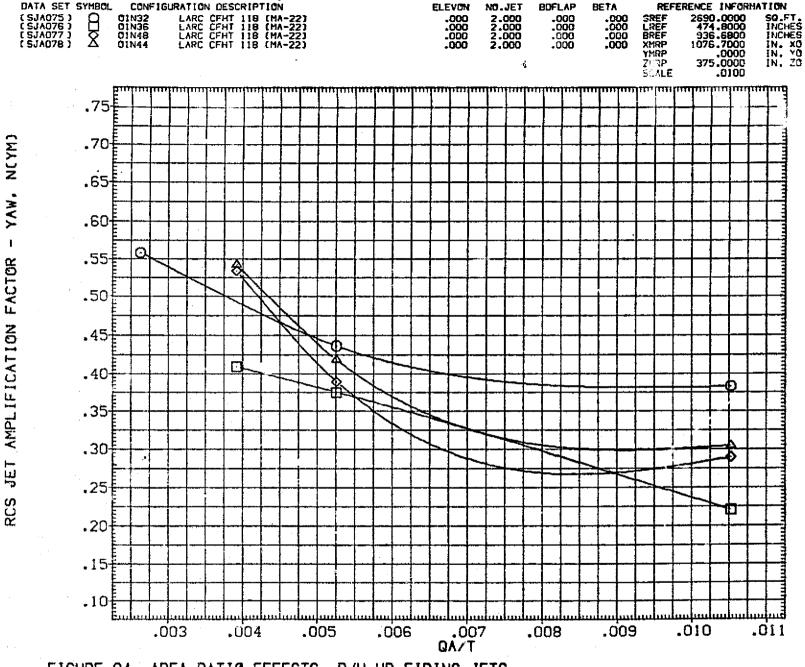


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

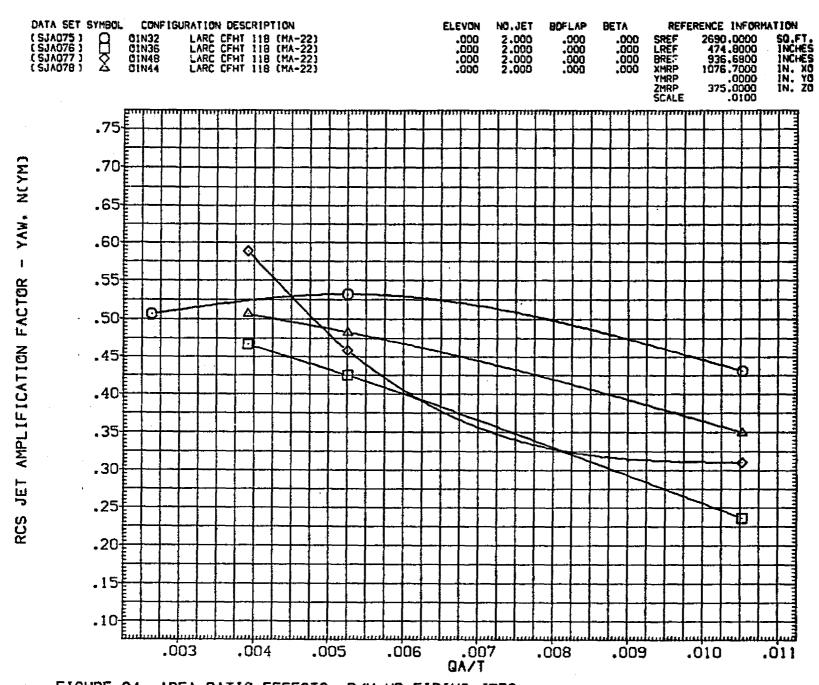


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (C)ALPHA = -4.00

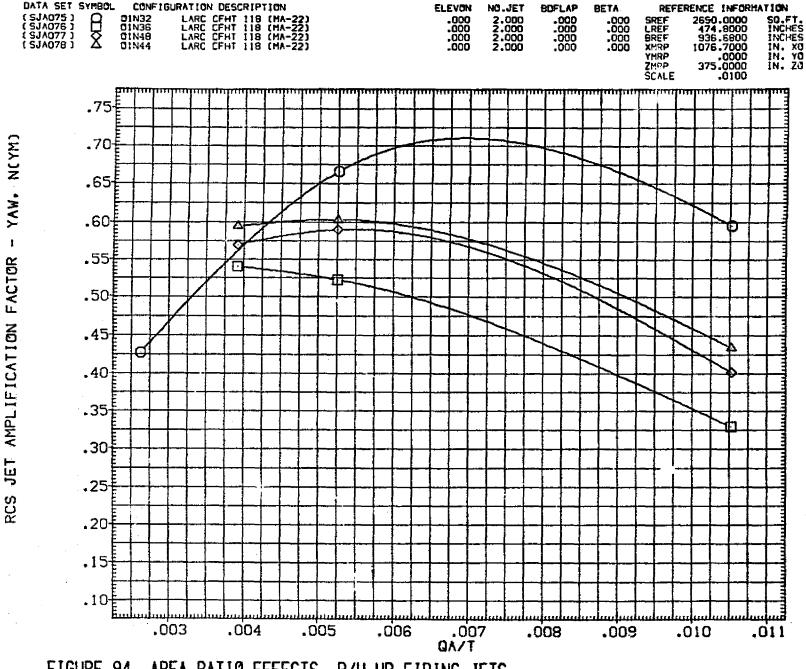


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (D)ALPHA = -2.00

PAGE 2022 .

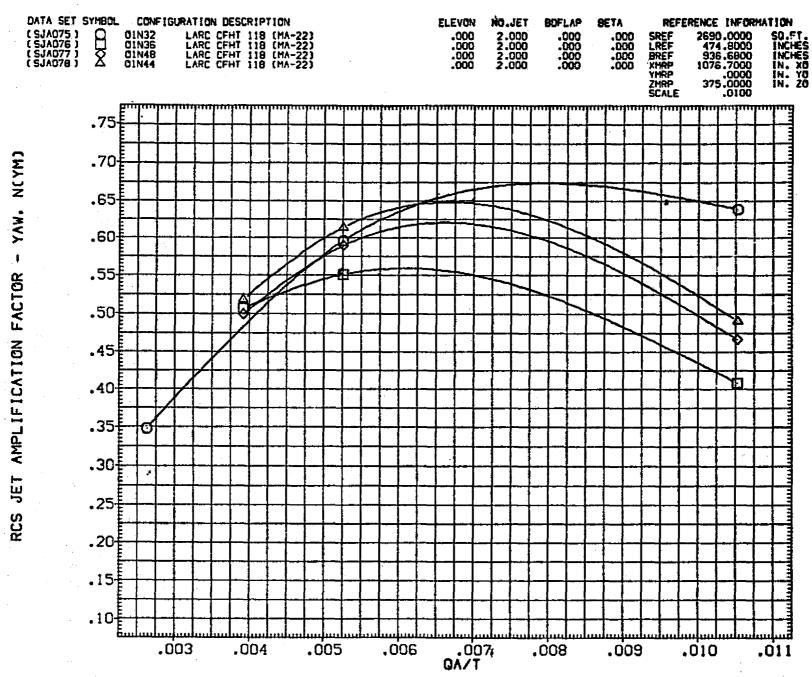


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(E)ALPHA = .00

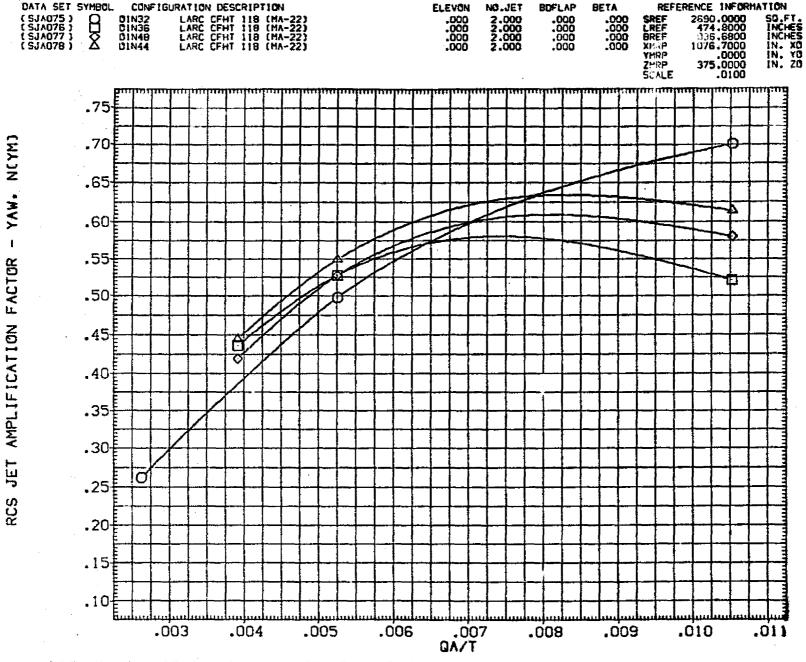


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (F)ALPHA = 2.00

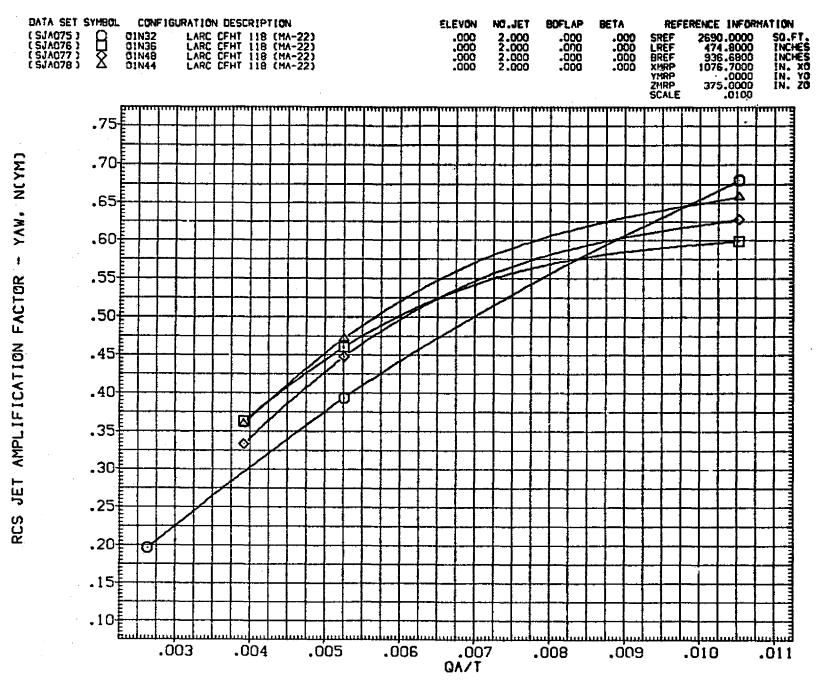


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(G)ALPHA = 4.00

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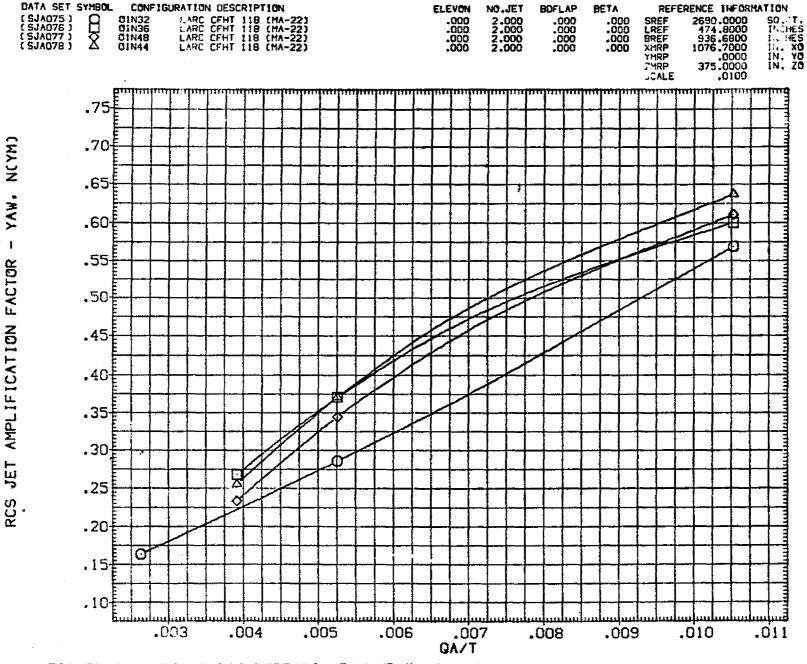


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (H)ALPHA =6.00

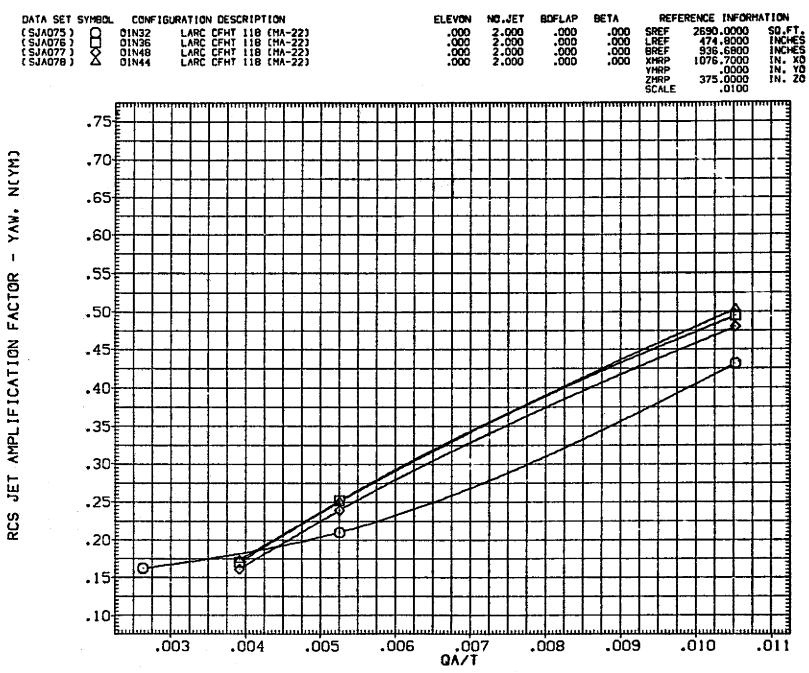


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(I)ALPHA = 8.00

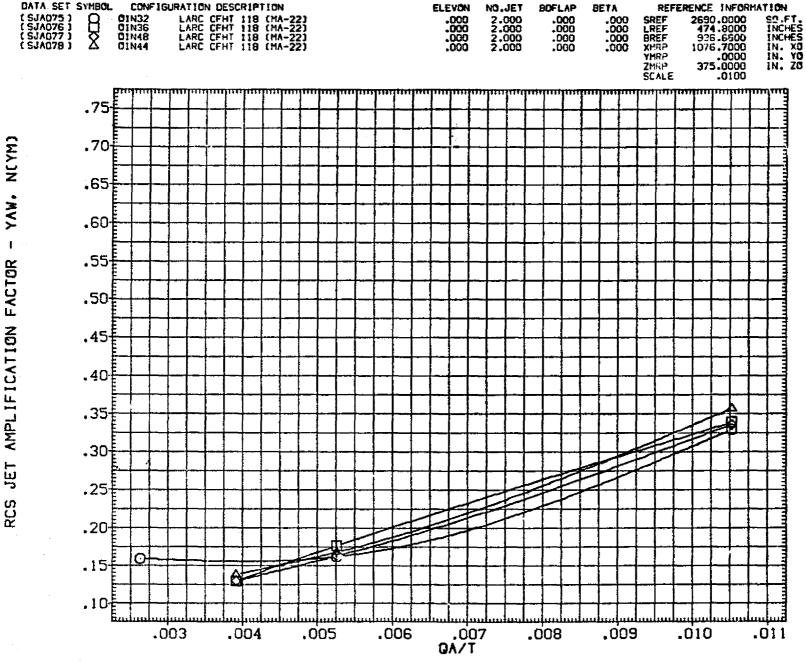


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (J)ALPHA = 10.00

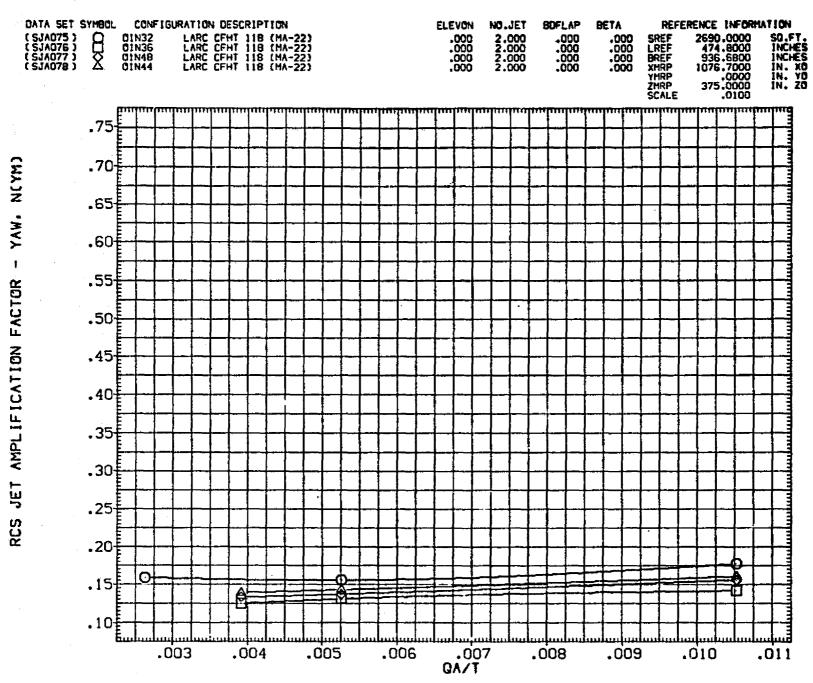


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (K)ALPHA = 15.00

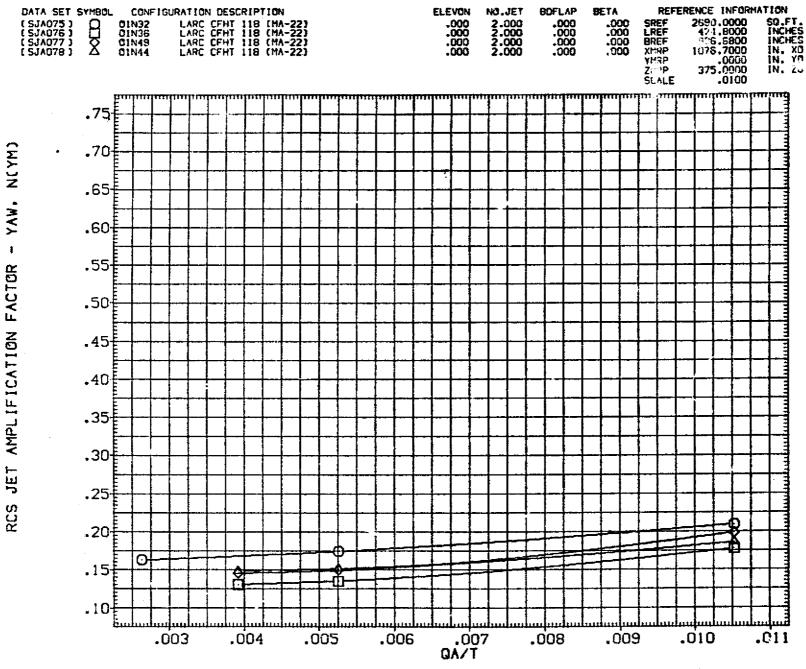


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

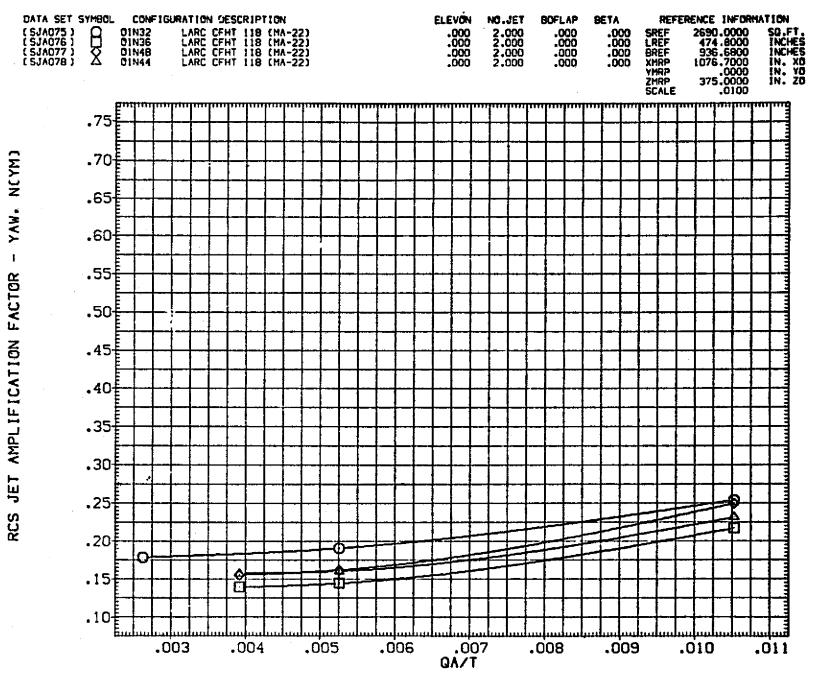


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (M)ALPHA = 25.00

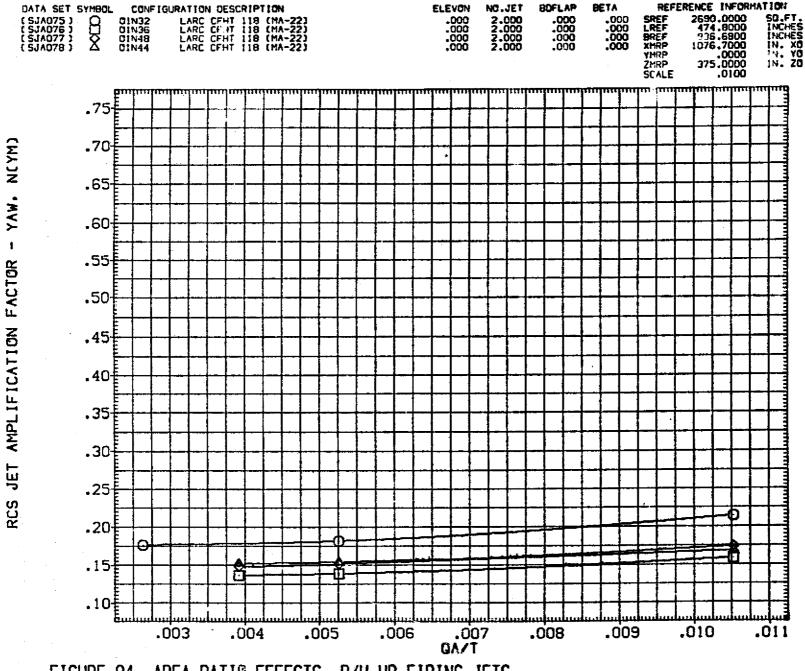


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (N)ALPHA = 30.00

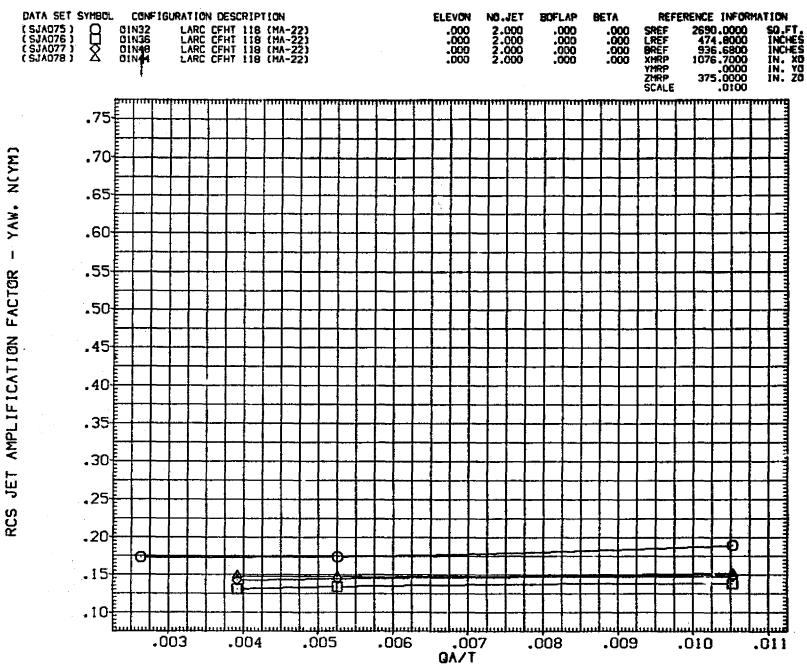


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(0) ALPHA = 35.00

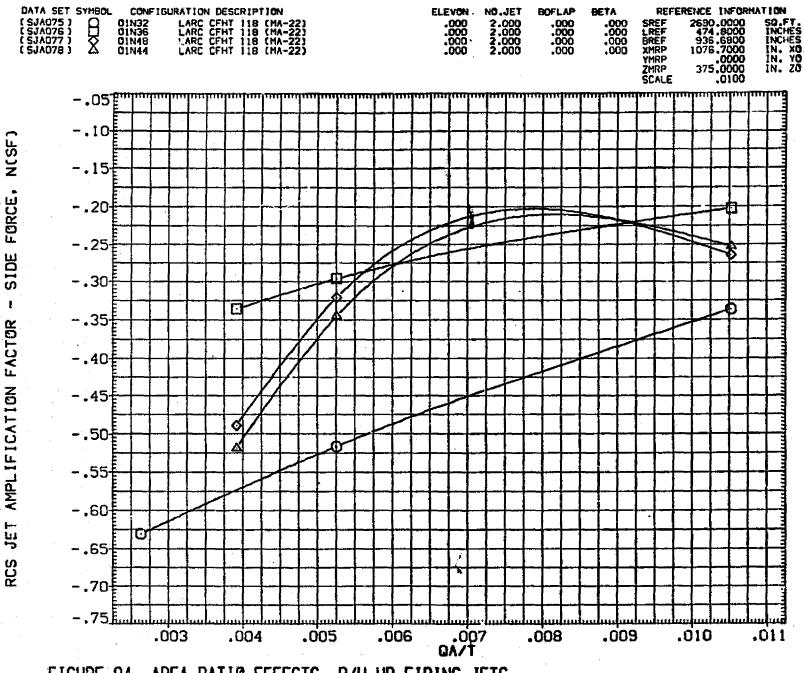


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(A)ALPHA = -8.00

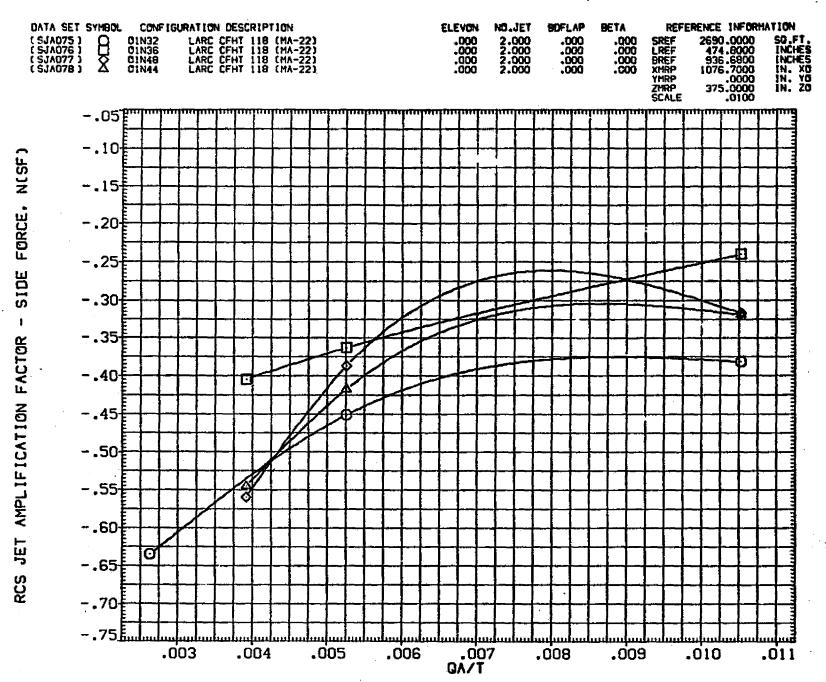


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS

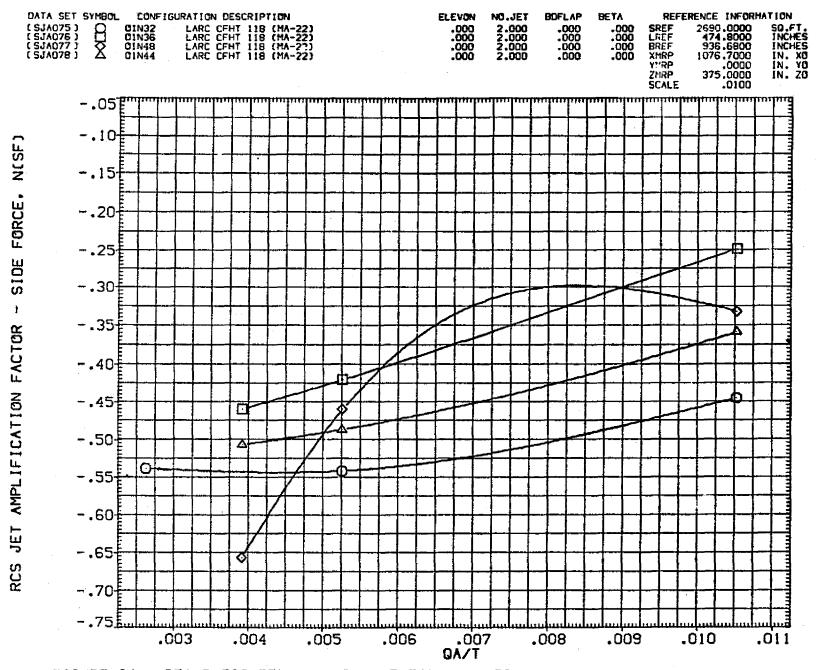


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (C)ALPHA = -4.00

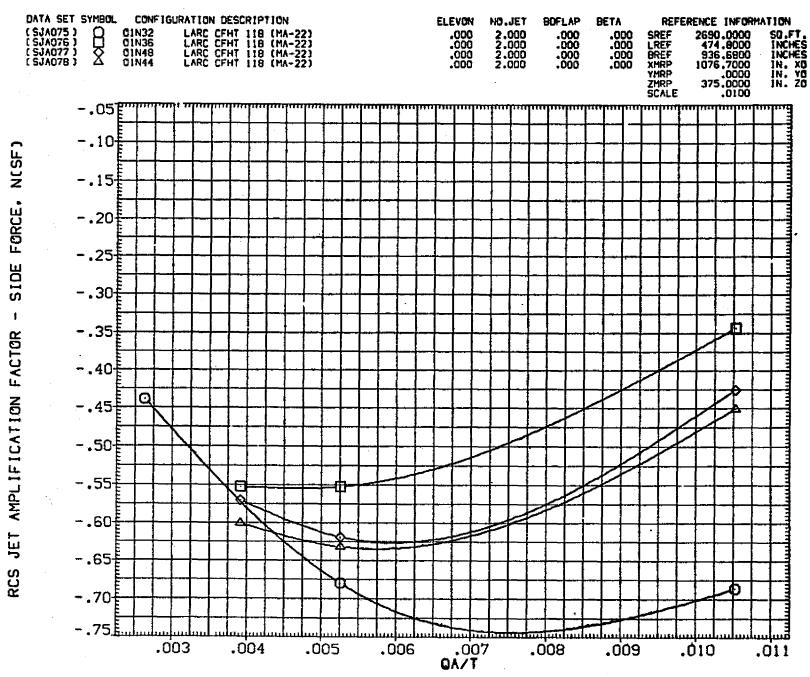


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(D)ALPHA = -2.00

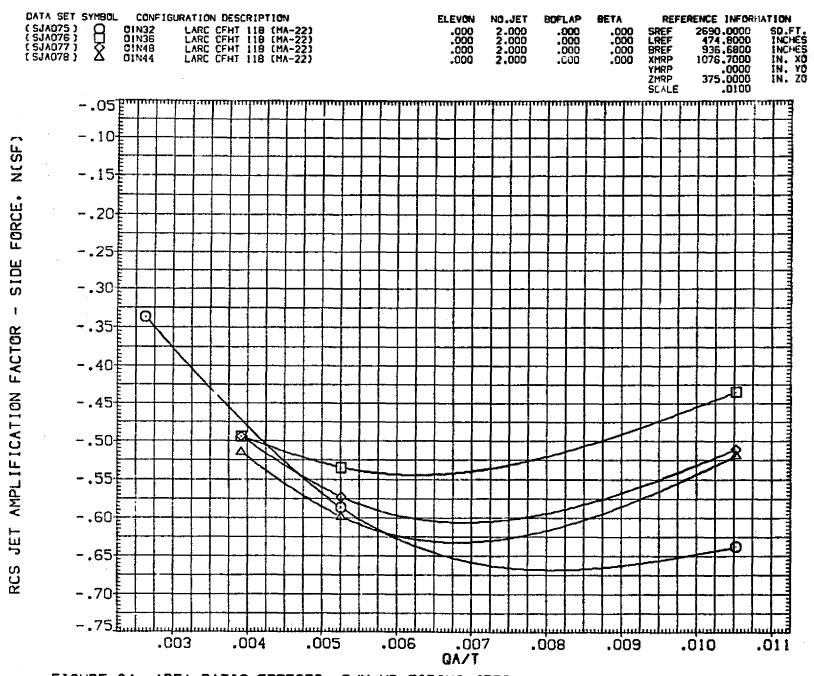


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(E)ALPHA = .00

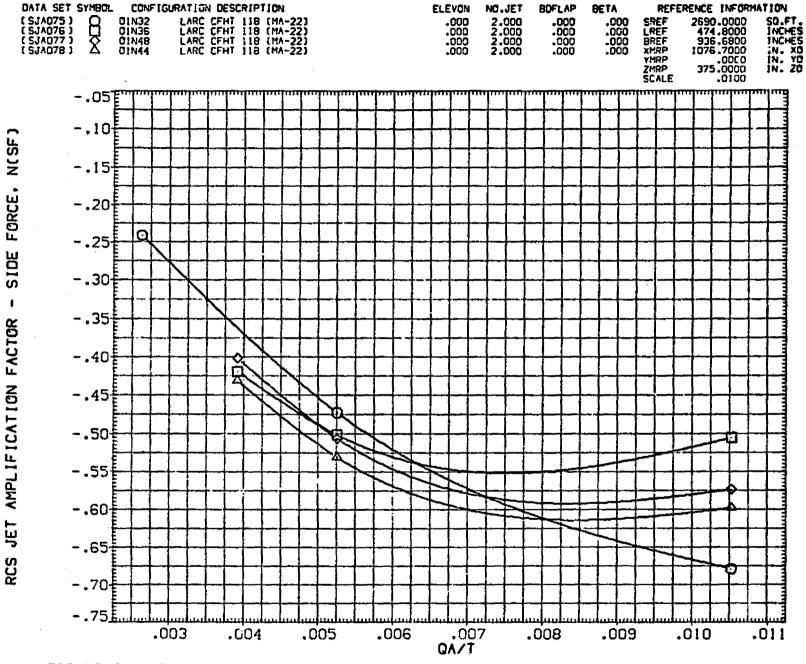


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(F)ALPHA = 2.00

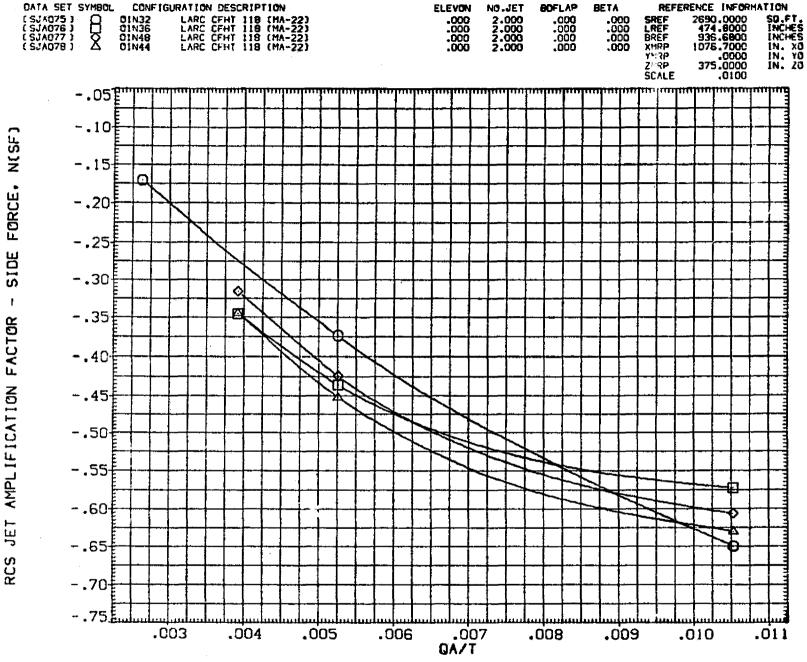


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
CGDALPHA = 4.00

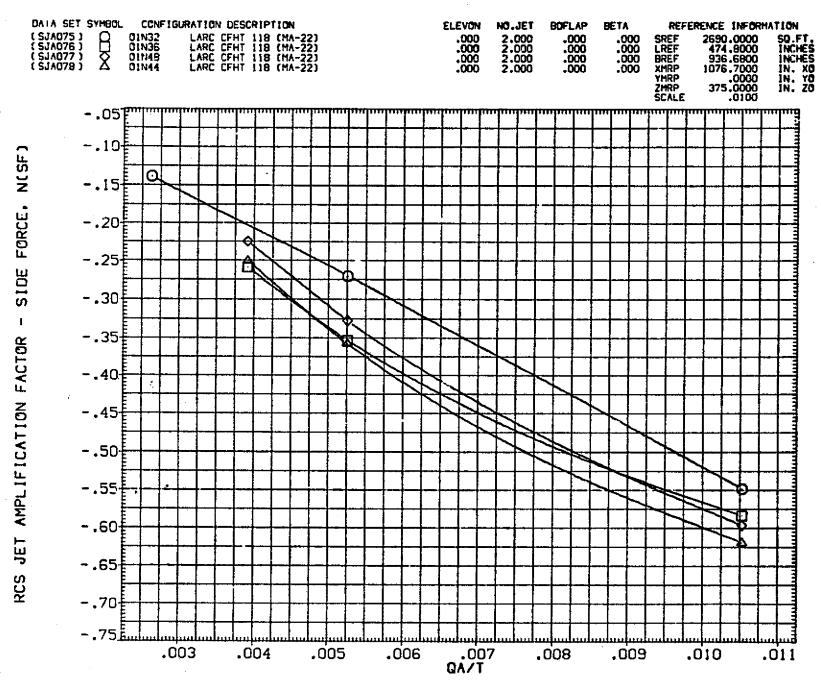


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS
(H)ALPHA = 6.00

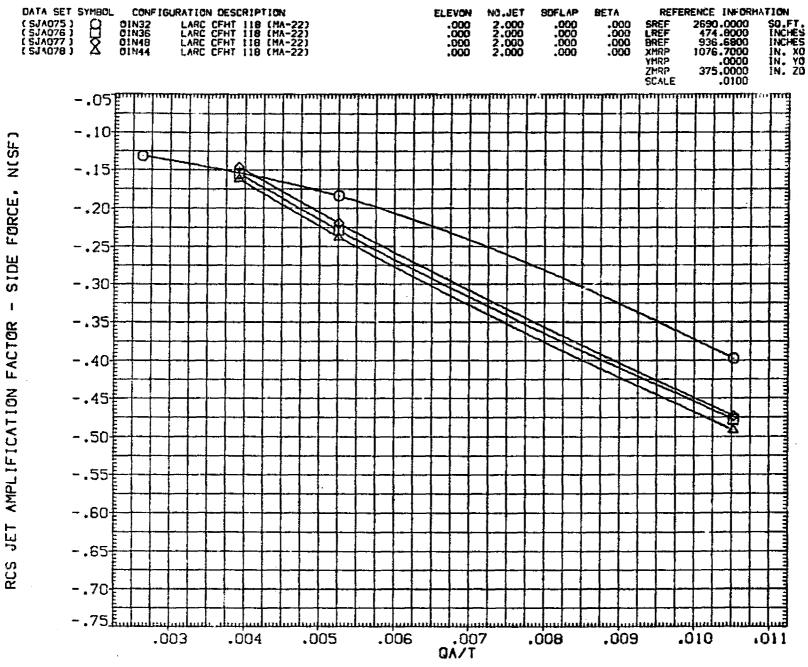


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

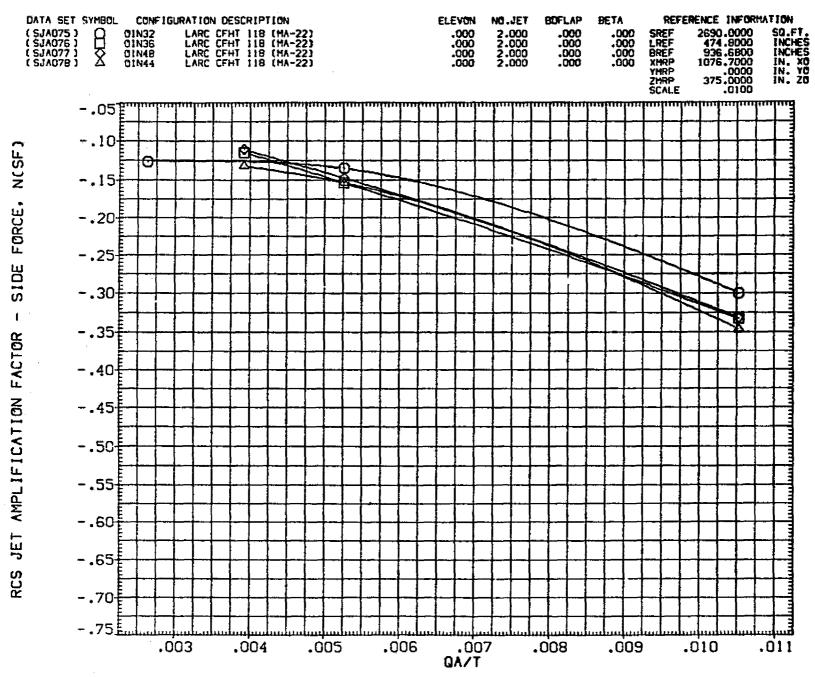


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

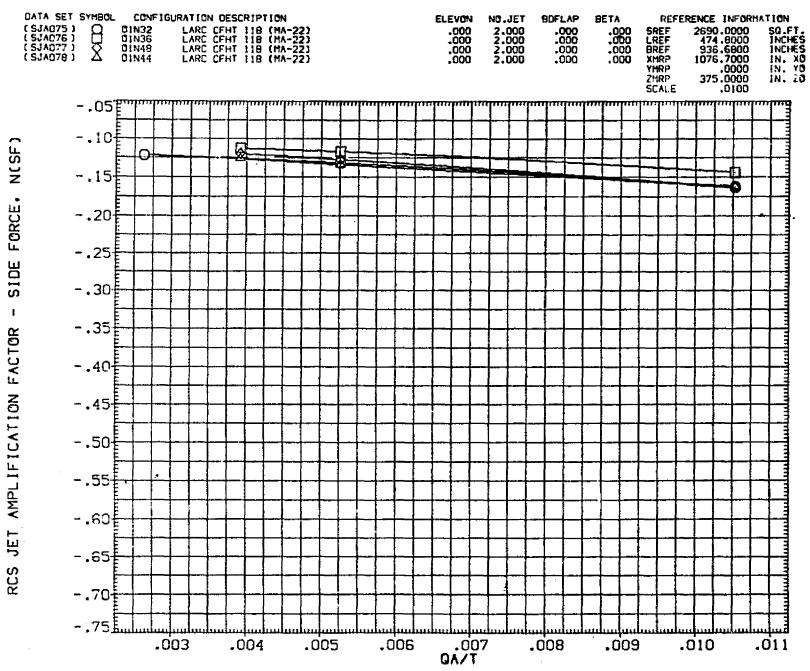


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS (K)ALPHA = 15.00

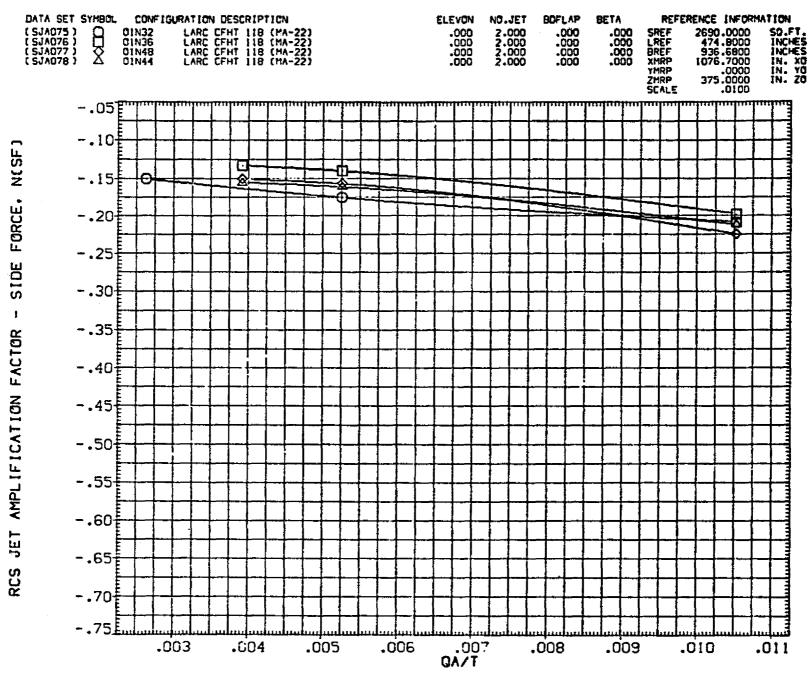


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

CLIALPHA = 20.00

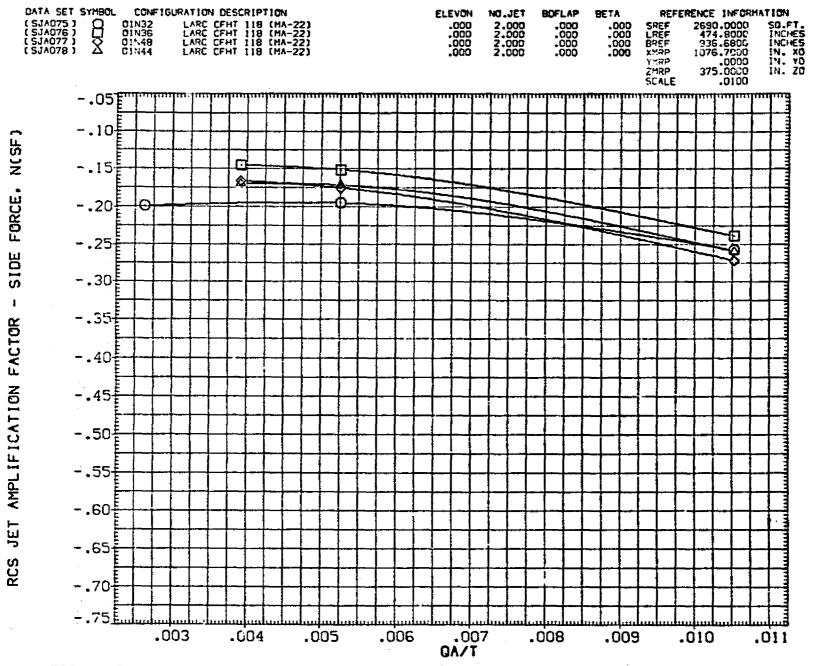


FIGURE 94. AREA RATIO EFFECTS. R/H UP FIRING JETS
(M)ALPHA = 25.00

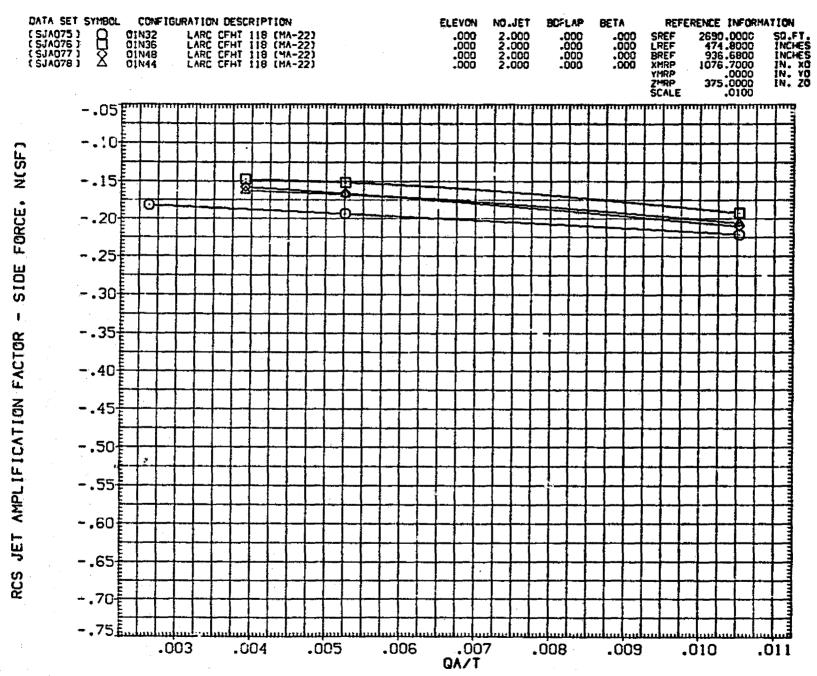


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

(N)ALPHA = 30.00

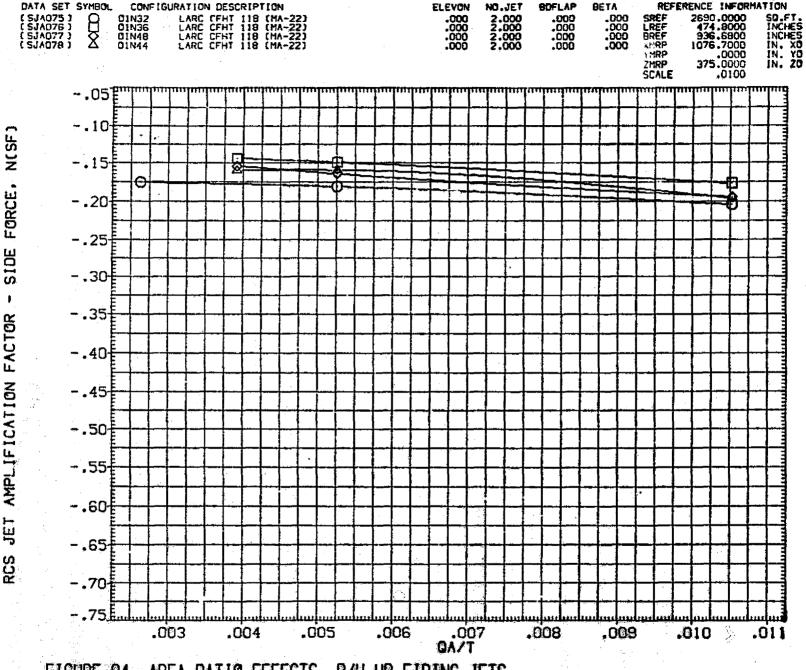


FIGURE 94. AREA RATIO EFFECTS, R/H UP FIRING JETS

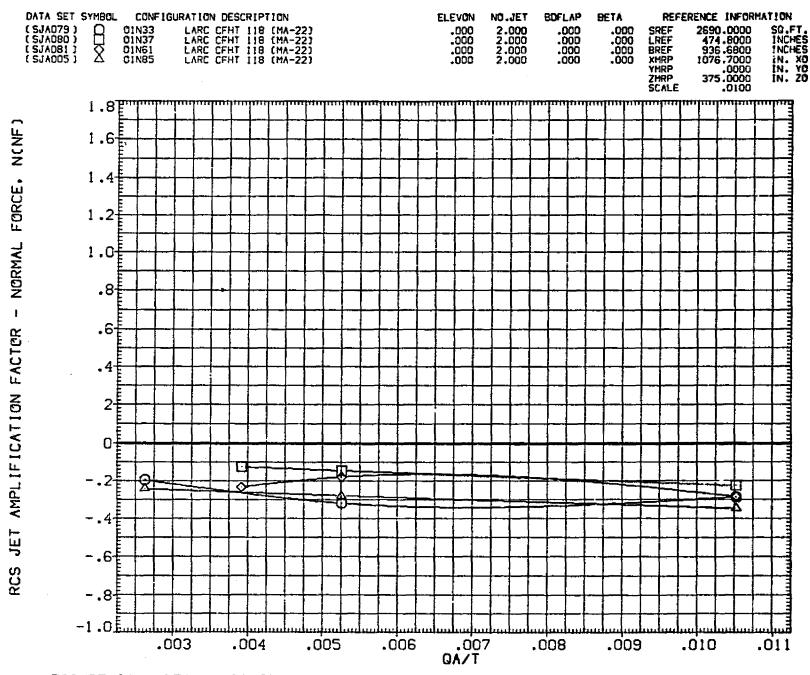


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

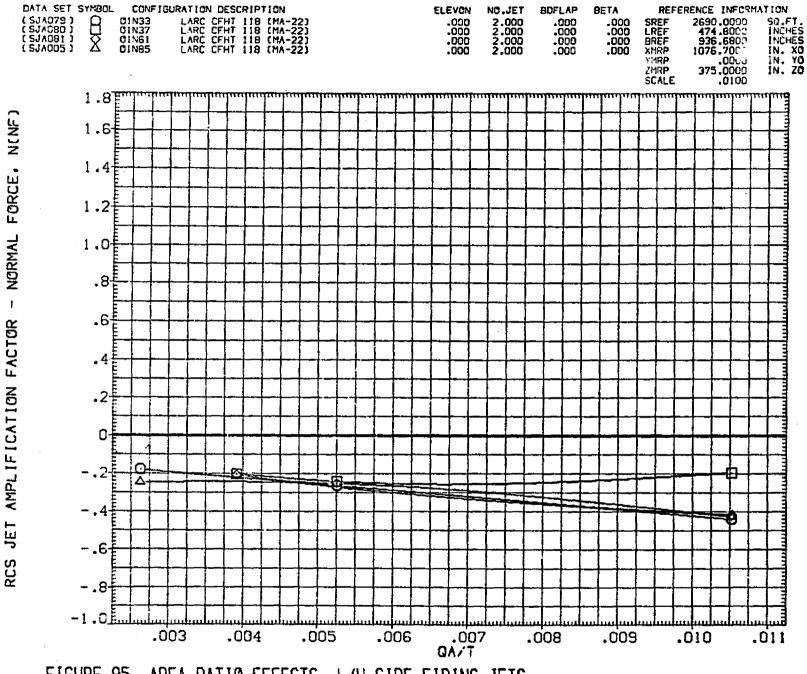


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS CBCALPHA = -6.00

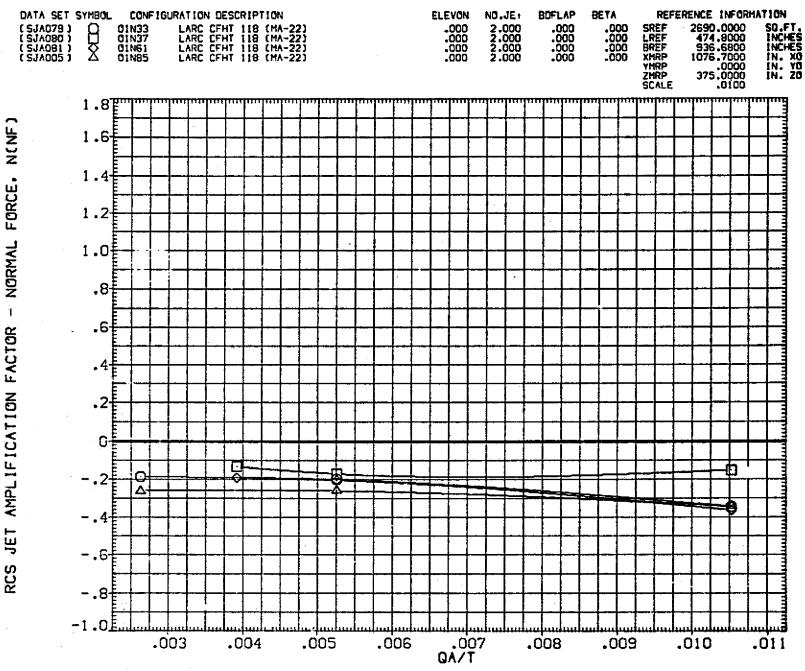


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (C)ALPHA = -4.00

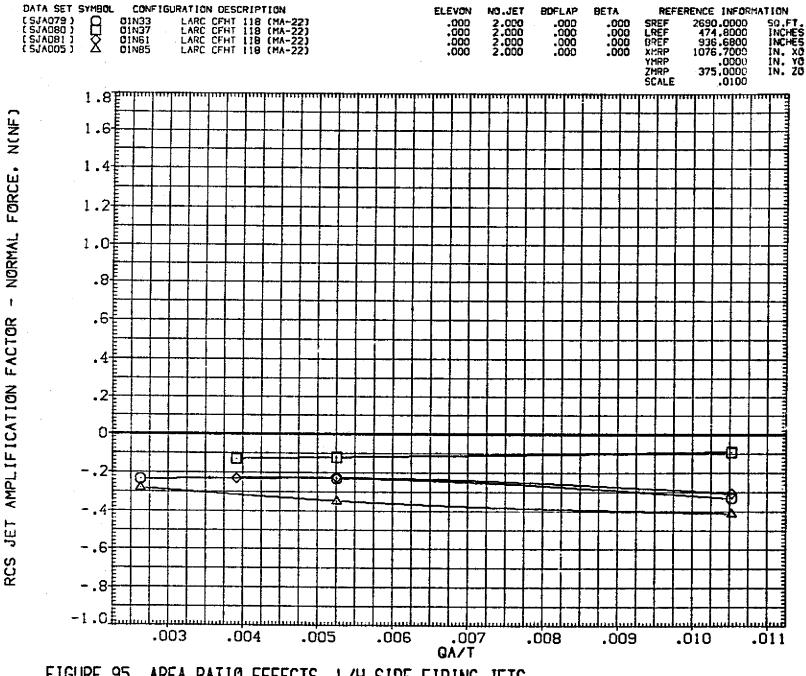


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

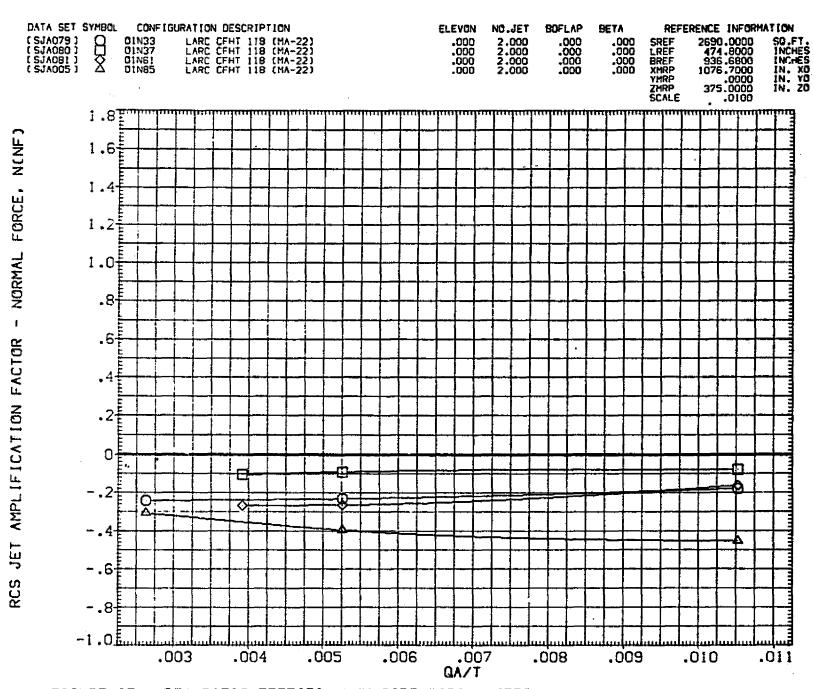


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

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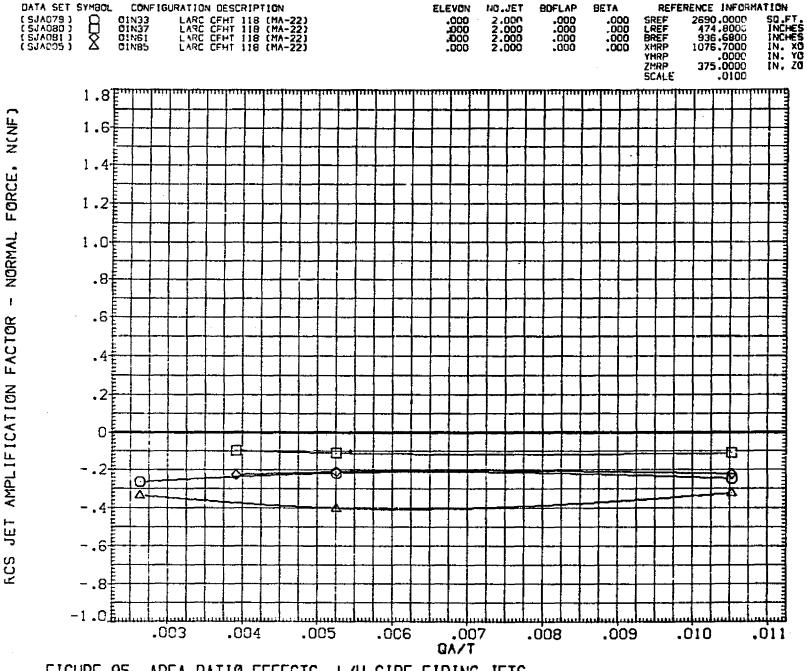


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(F)ALPHA = 2.00

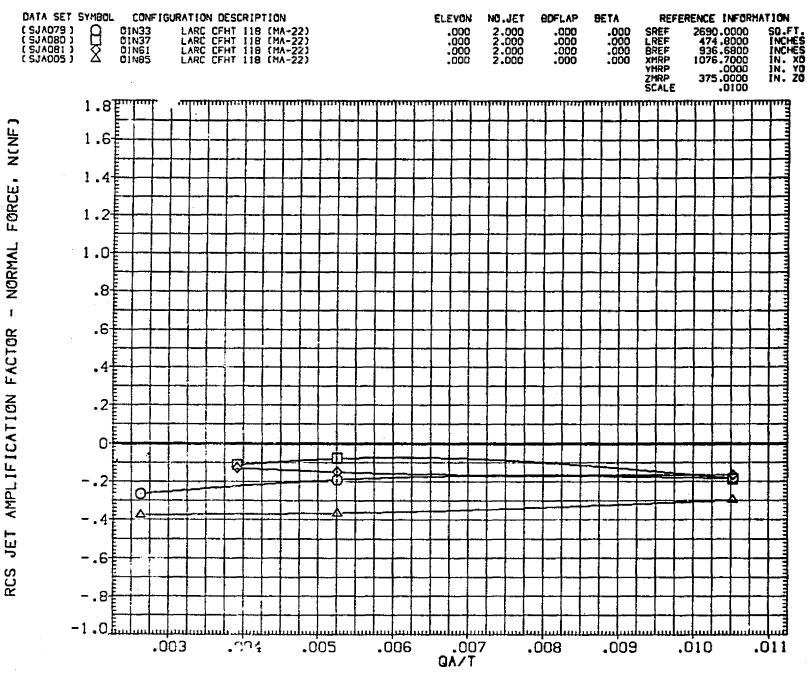


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

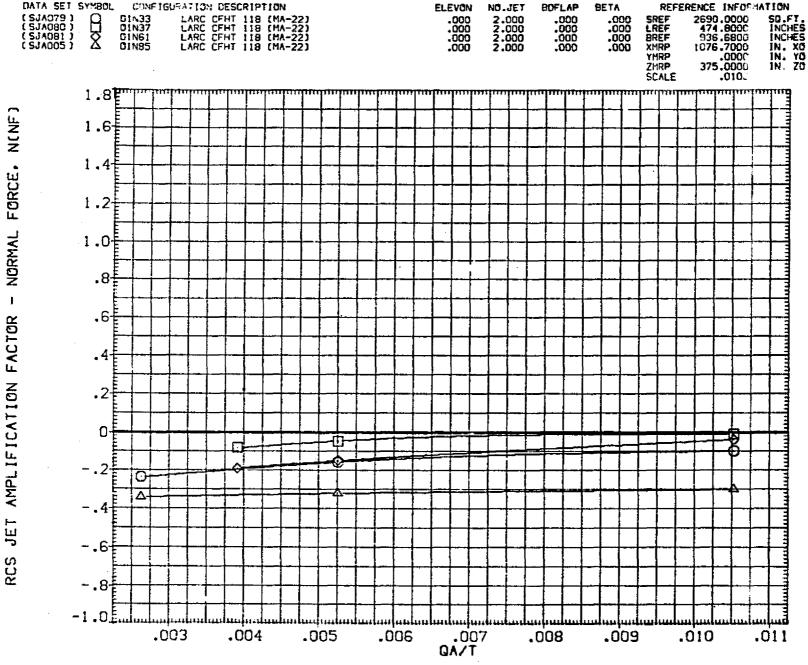


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (H)ALPHA = 6.00

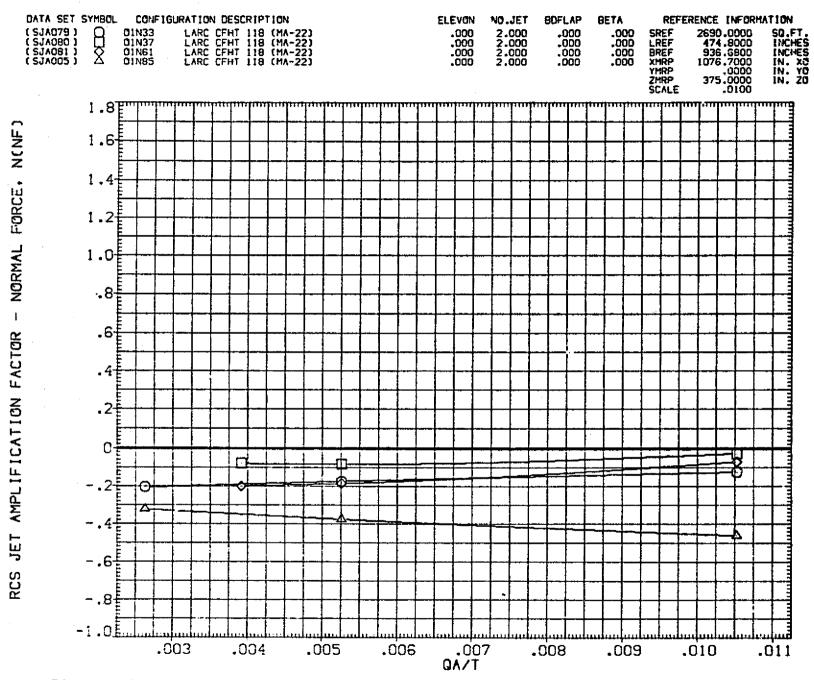


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

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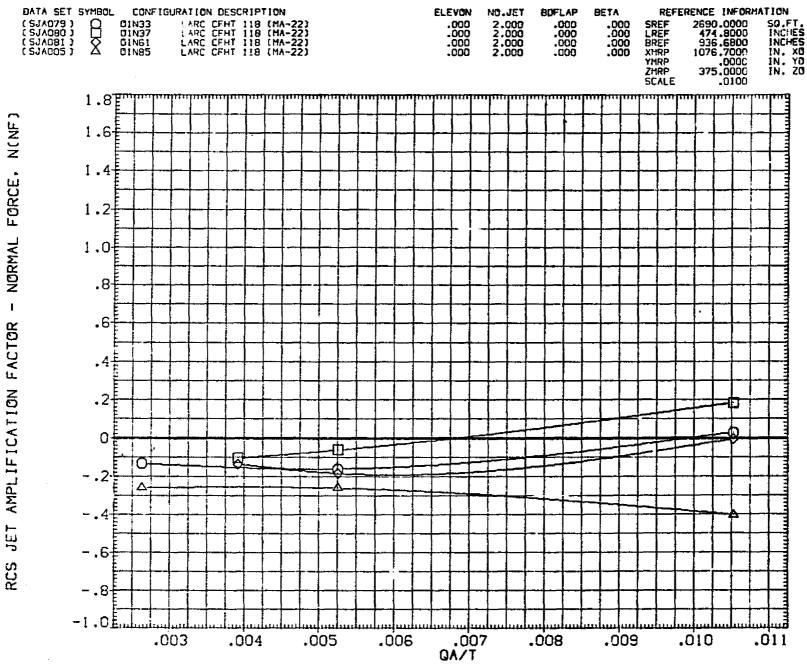


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS

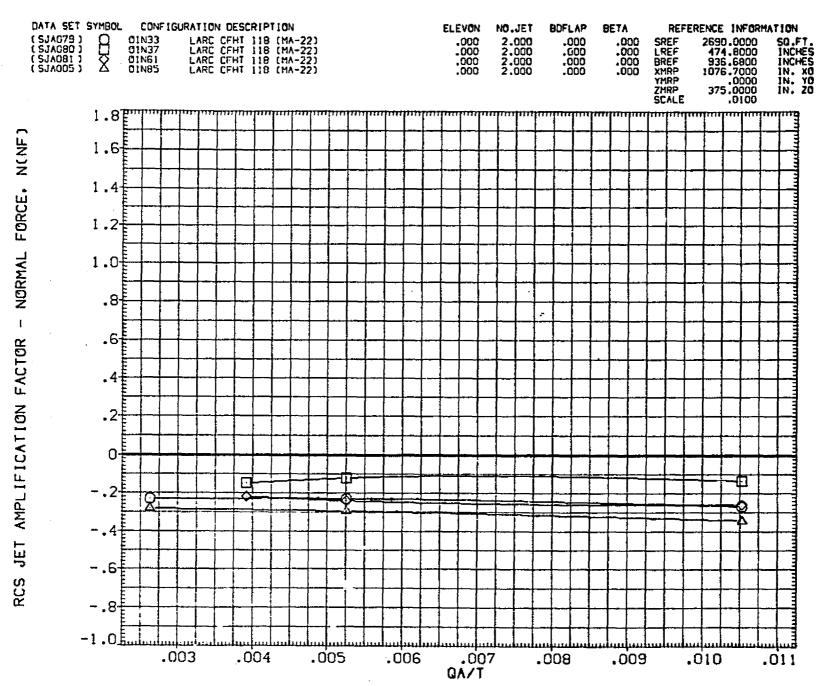


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (K)ALPHA = 15.00

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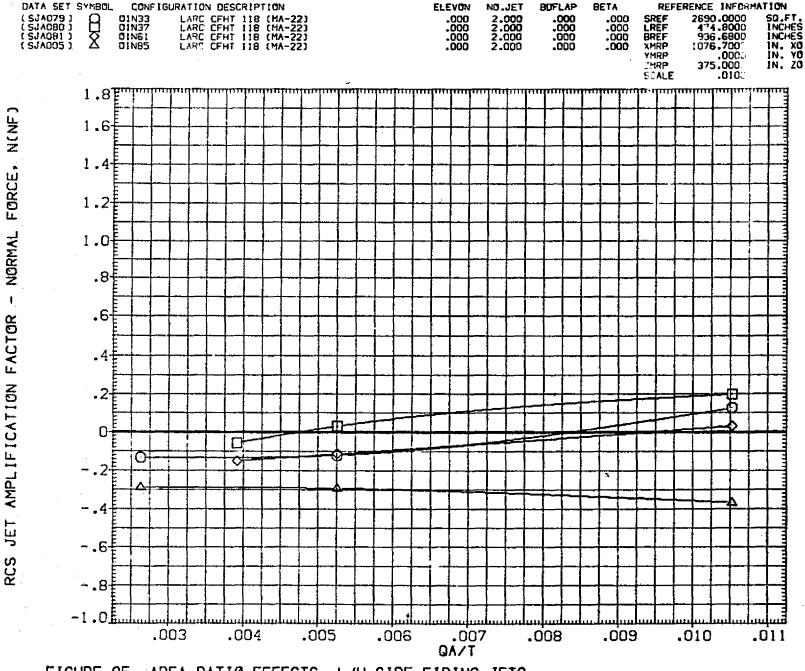


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

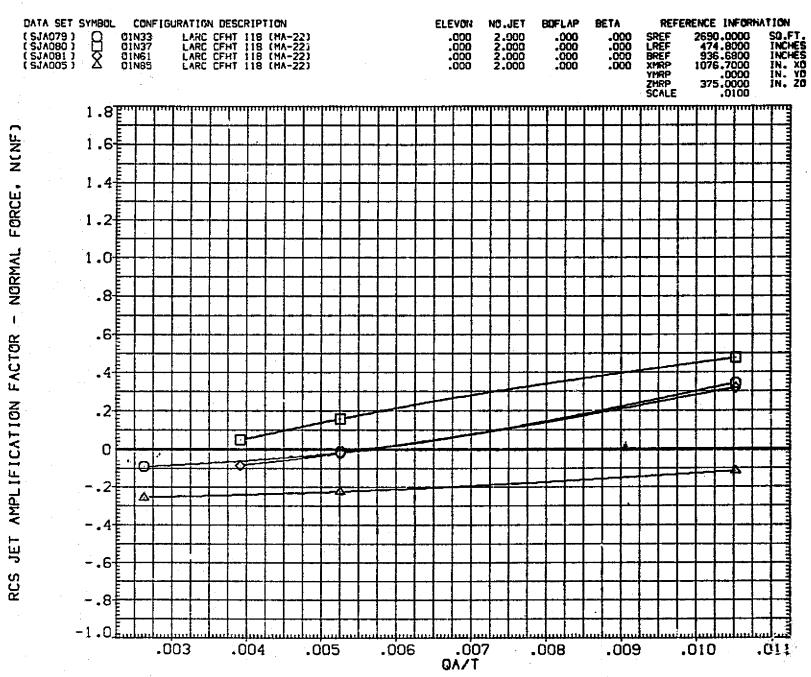


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (M)ALPHA = 25.00

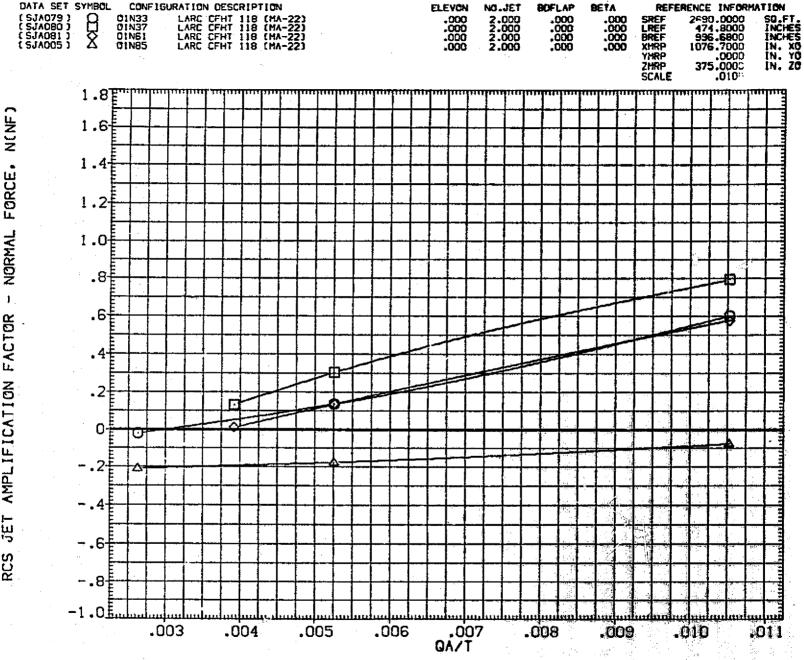


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (N)ALPHA = 30.00

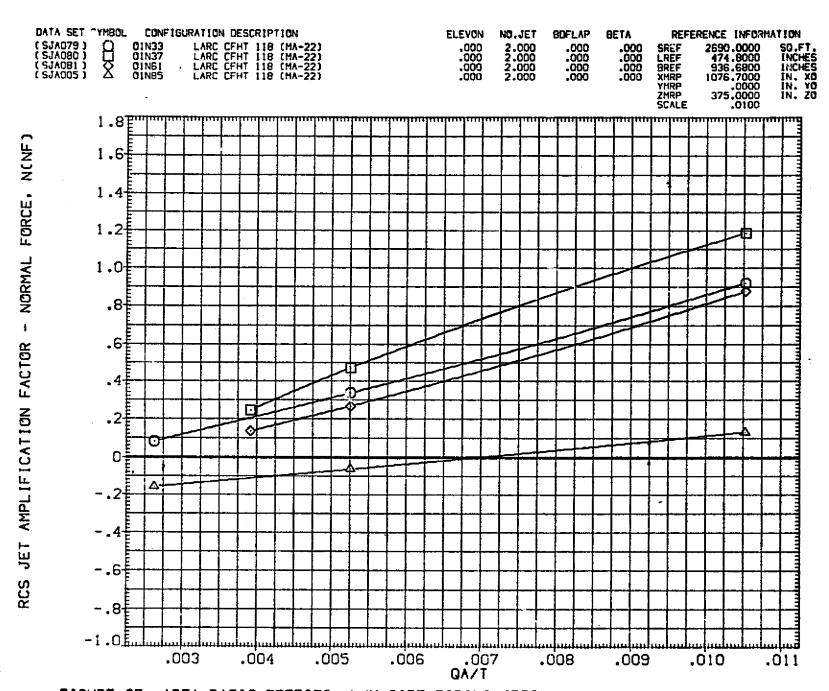


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS CCIALPHA = 35.00

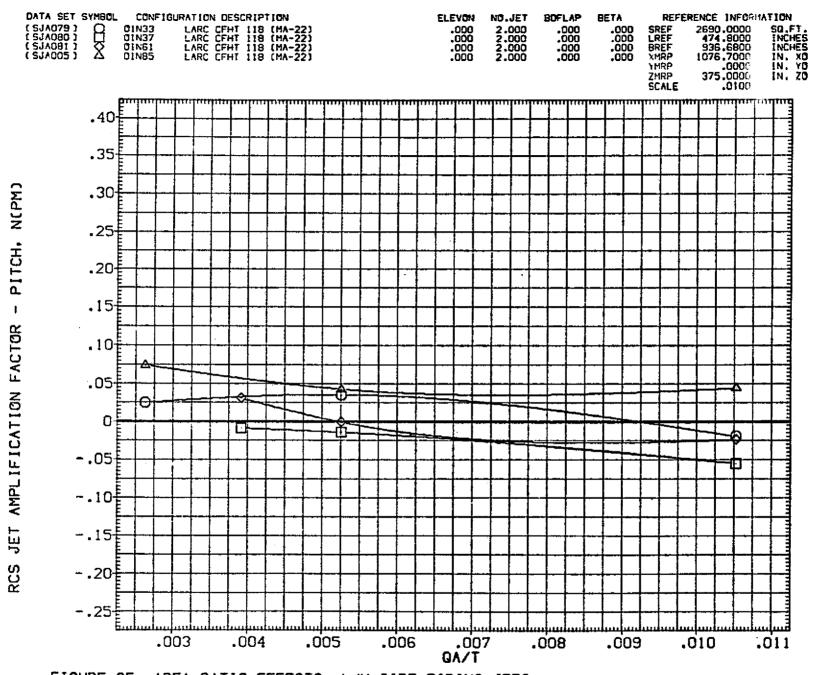


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (A)ALPHA = -8.00

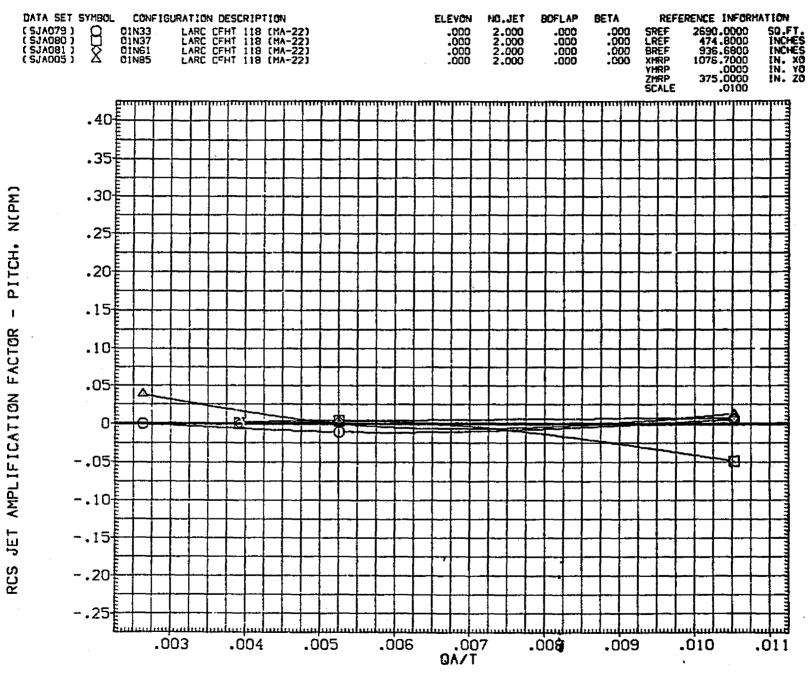


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (B)ALPHA = -6.00

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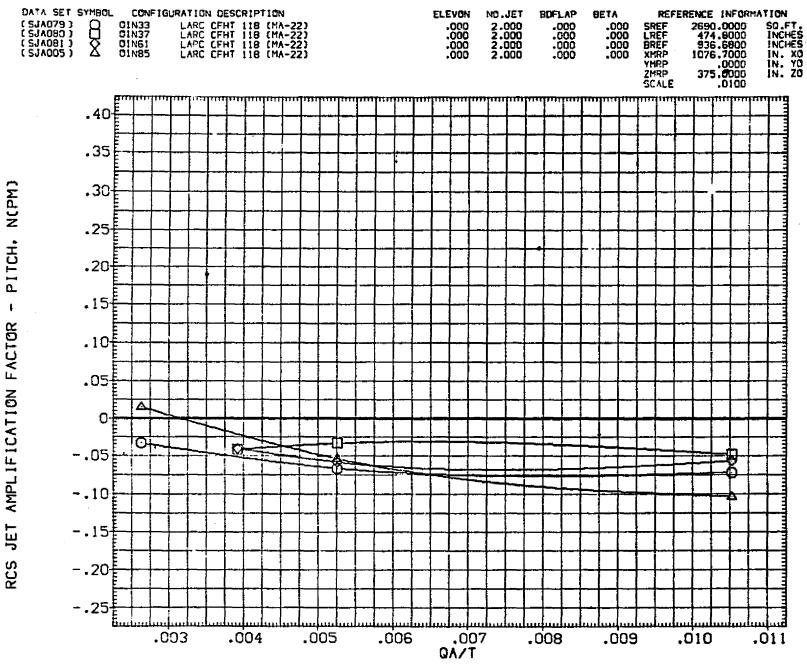


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (C)ALPHA = -4.00

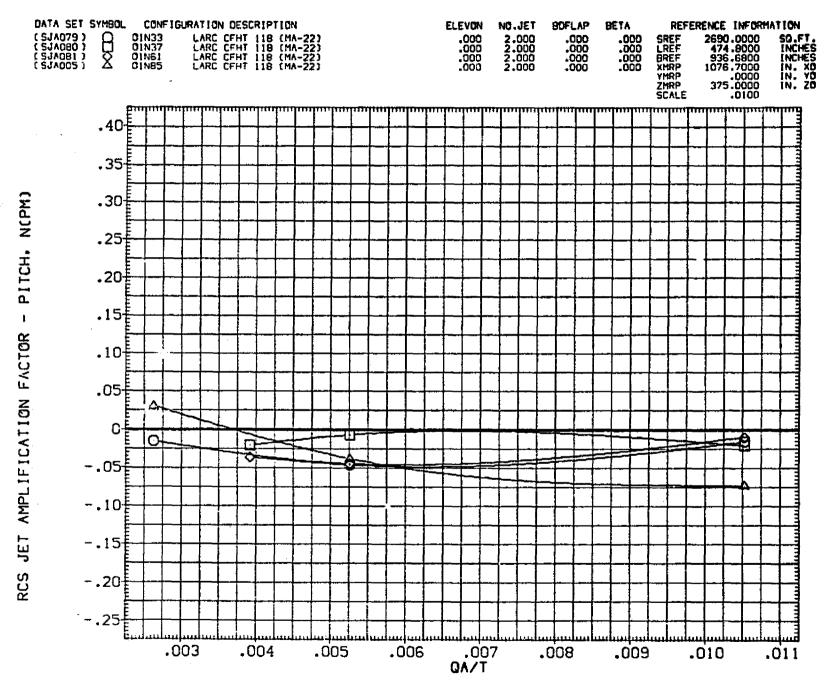


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

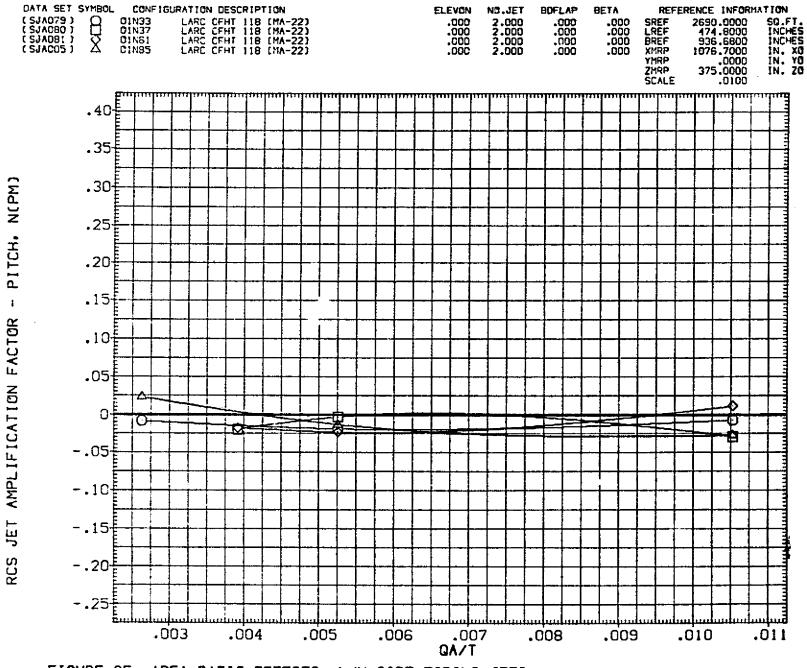


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(E)ALPHA = .00

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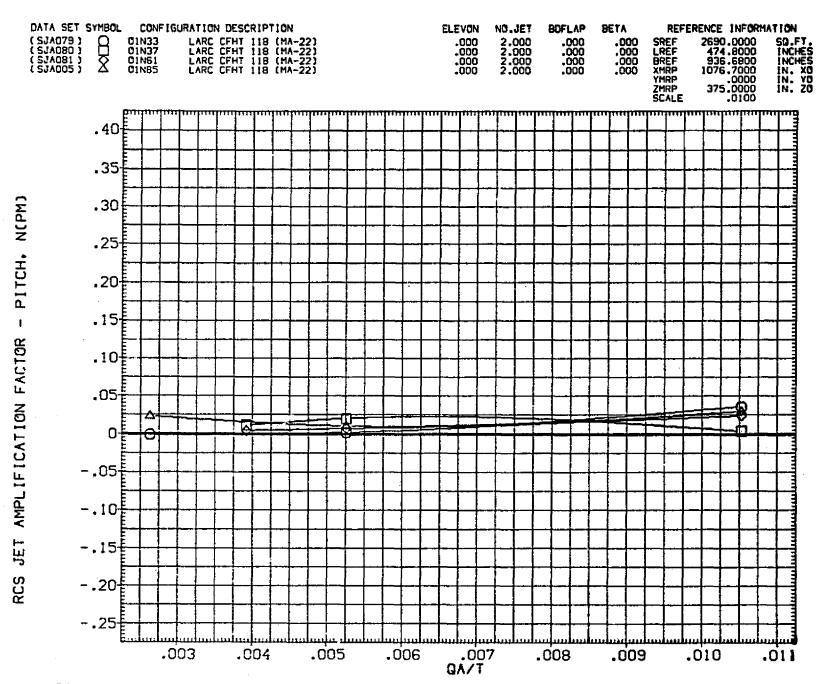


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(F)ALPHA = 2.00

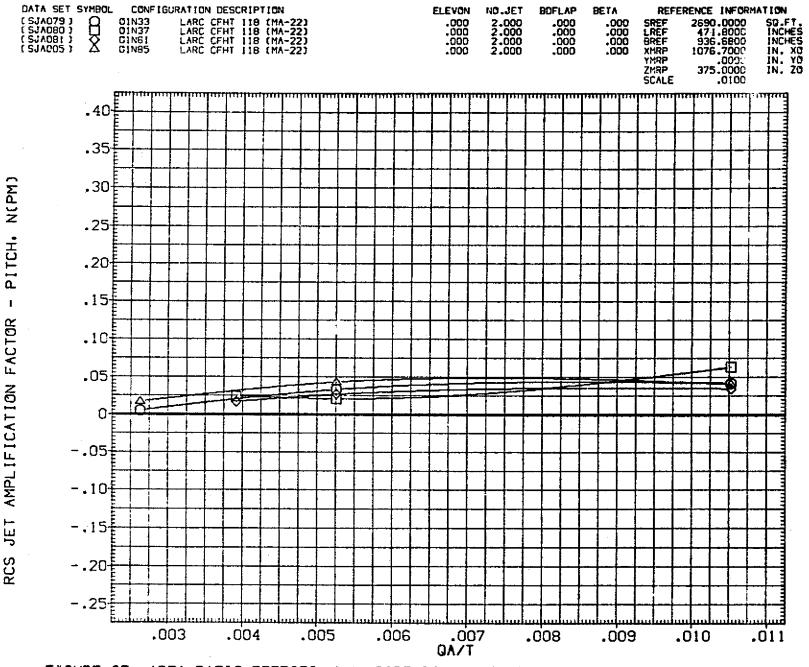


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(G)ALPHA = 4.00

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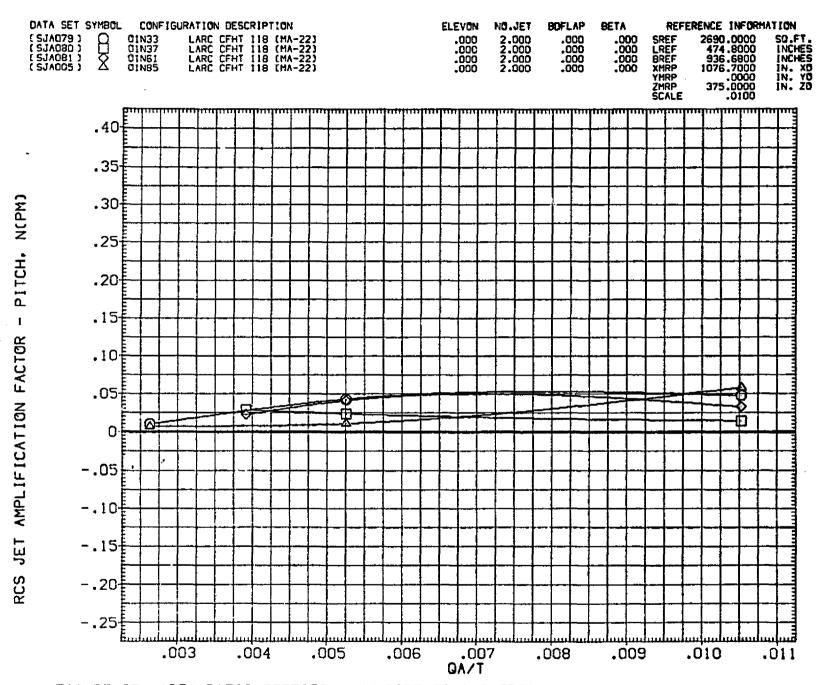


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (H)ALPHA = 6.00

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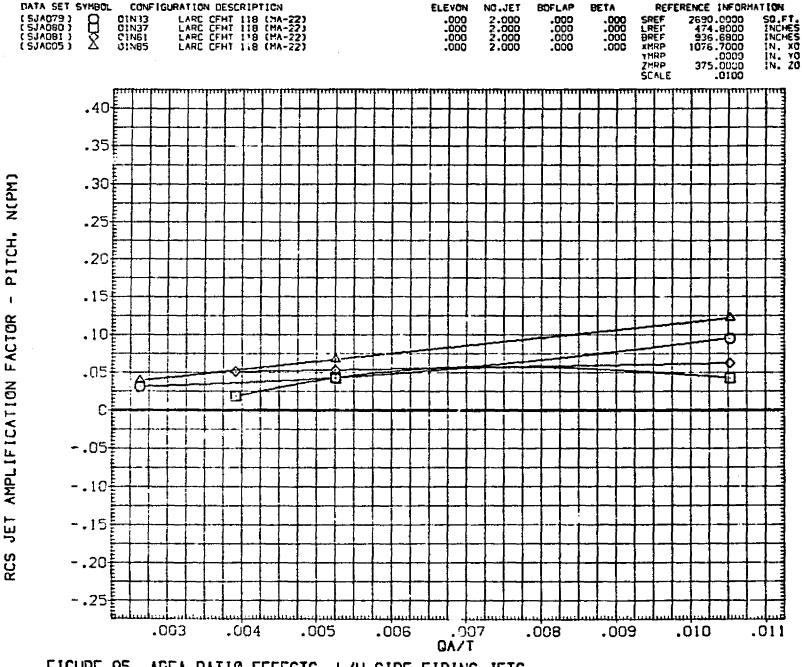


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (1)ALPHA =8.00

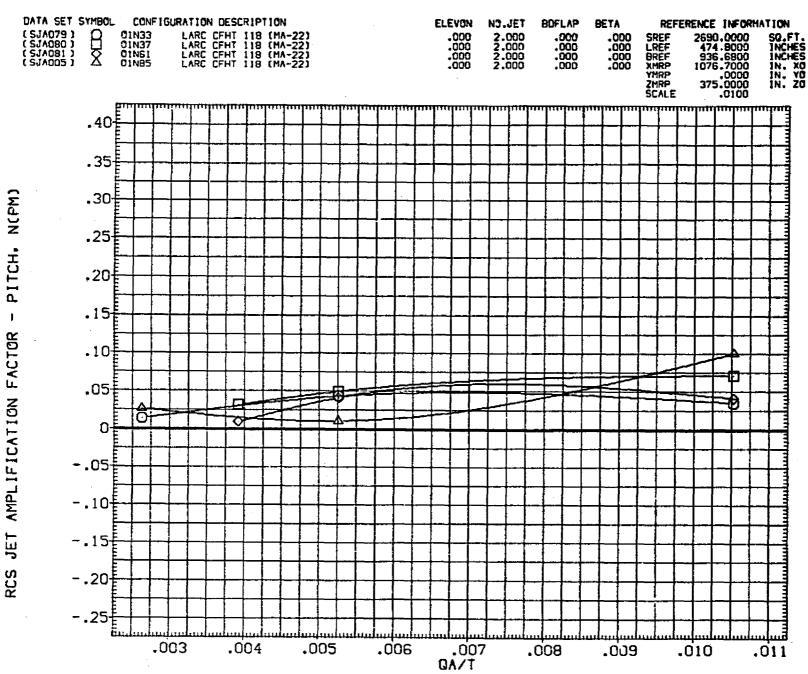


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(J)ALPHA = 10.00

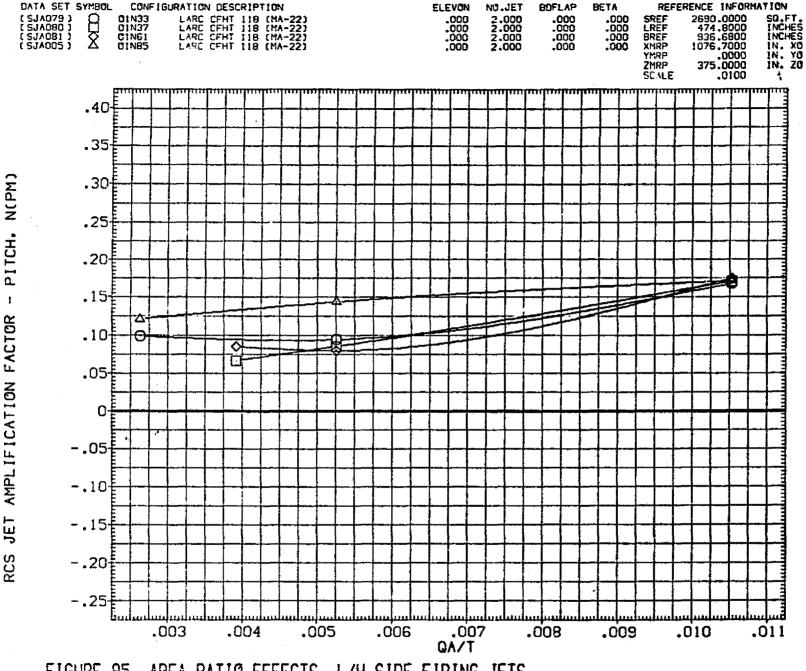


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(K)ALPHA = 15.00

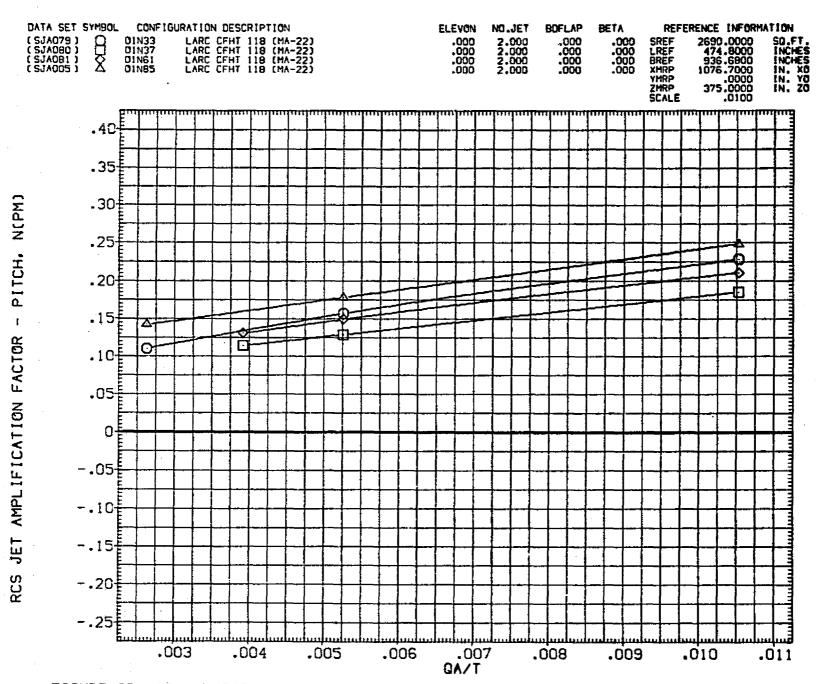
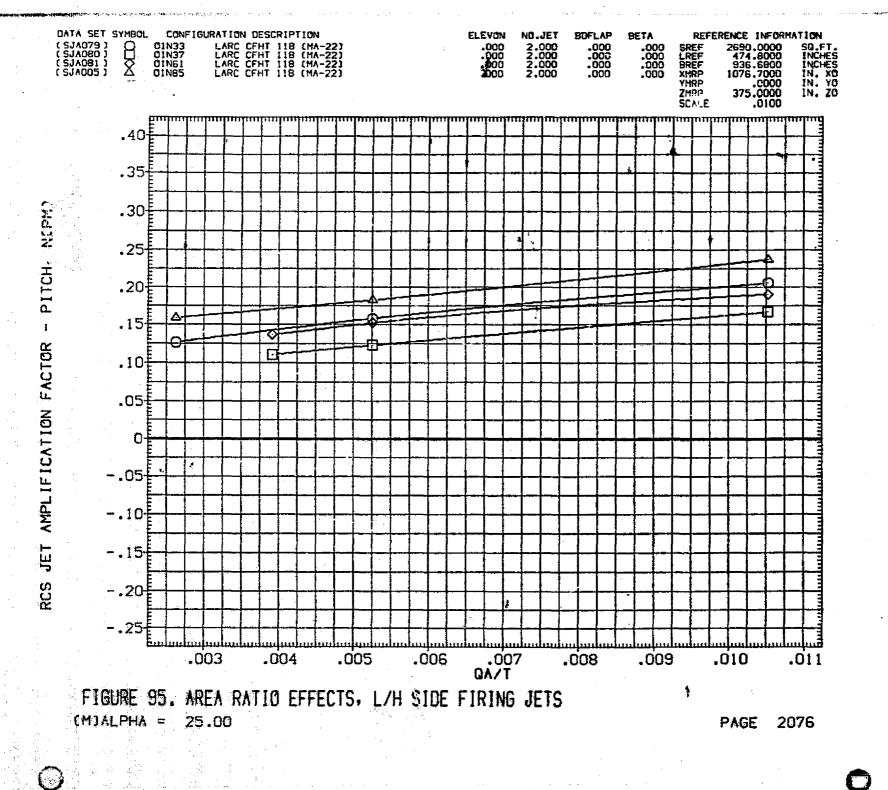


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS





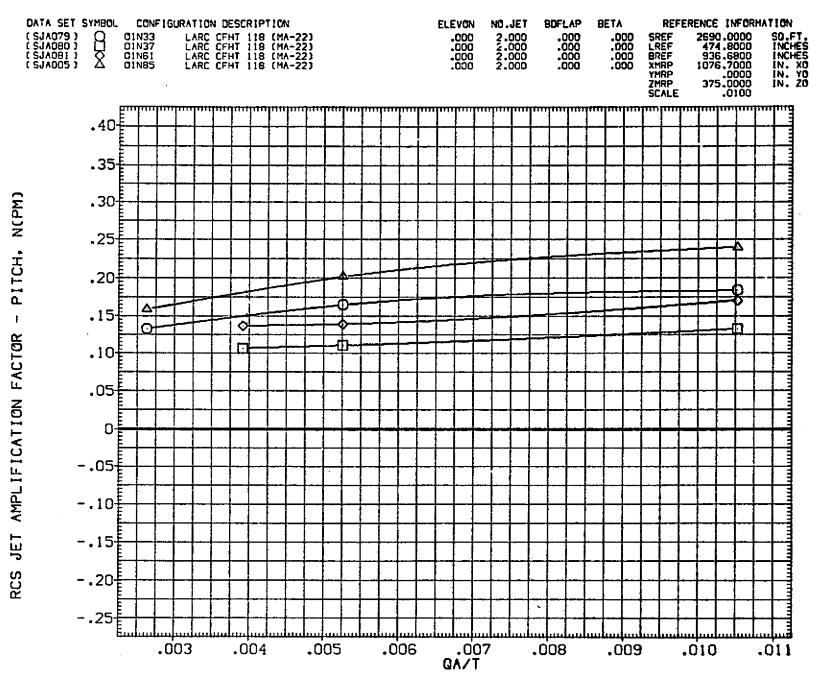


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (N)ALPHA = 30.00

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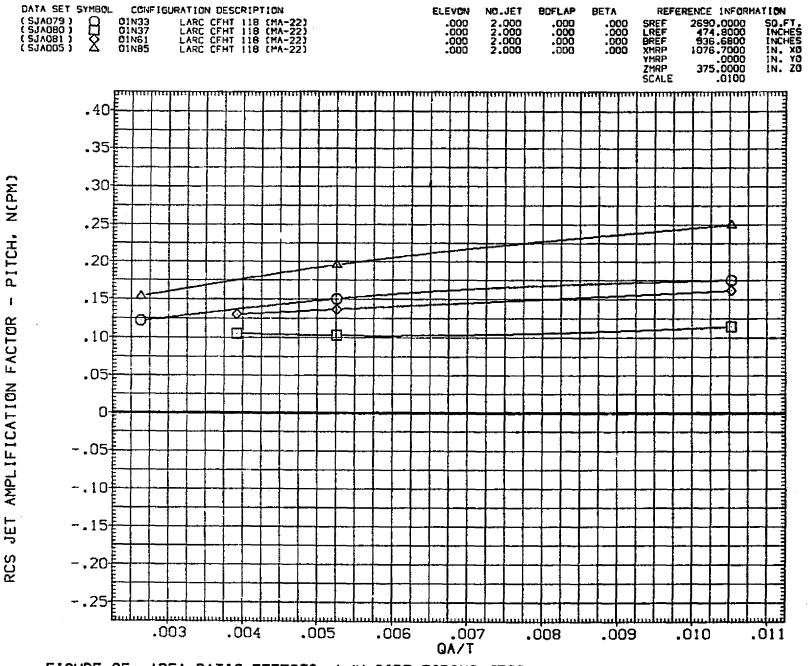


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(0) ALPHA = 35.00

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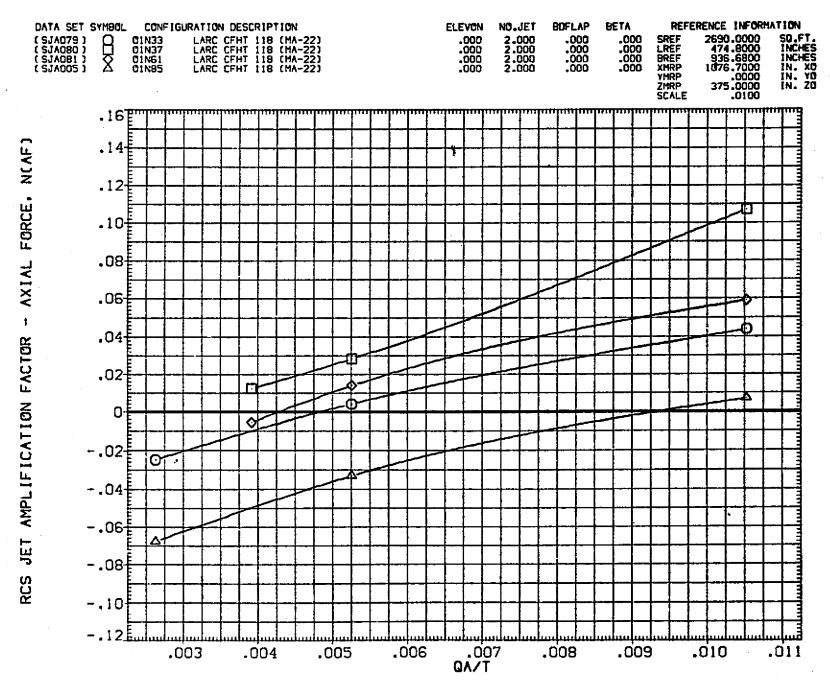


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

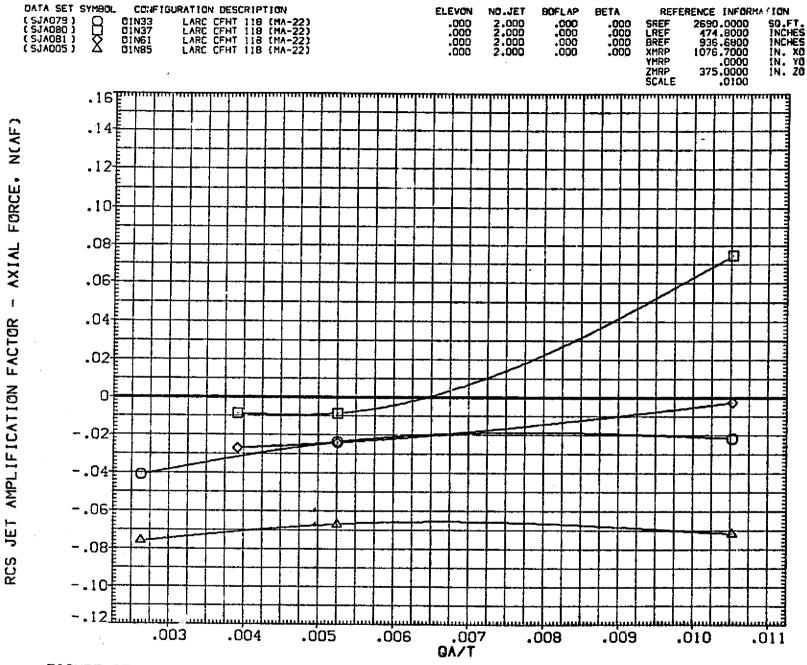


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(B)ALPHA = -6.00

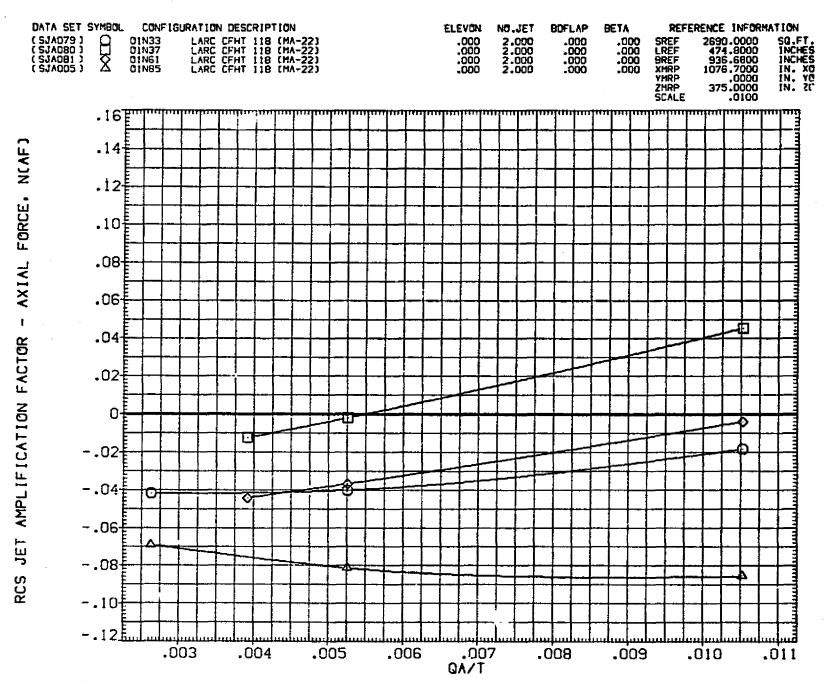


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

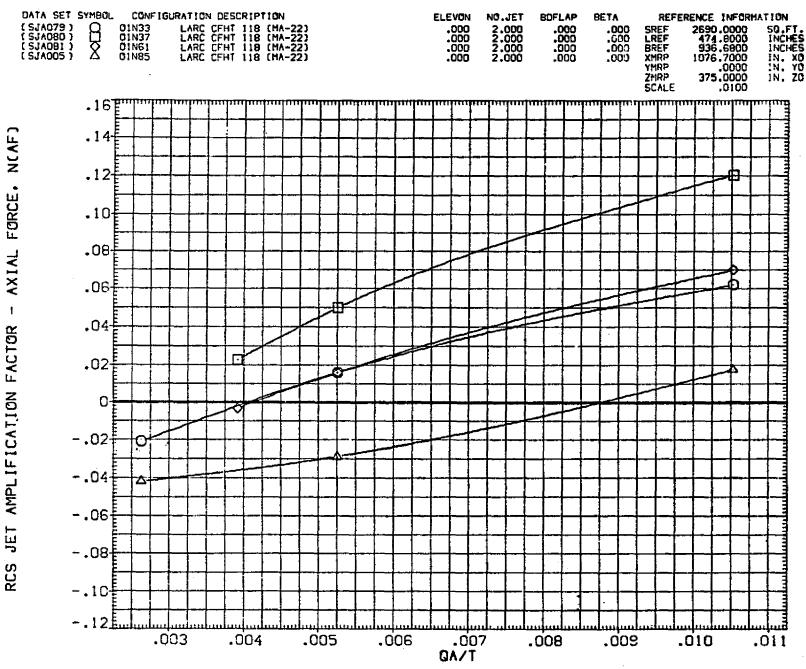


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

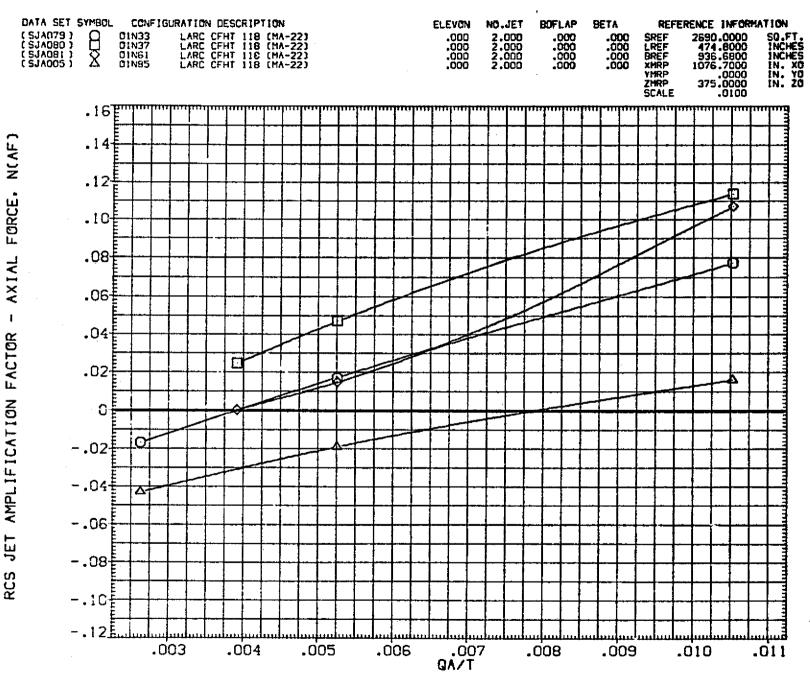
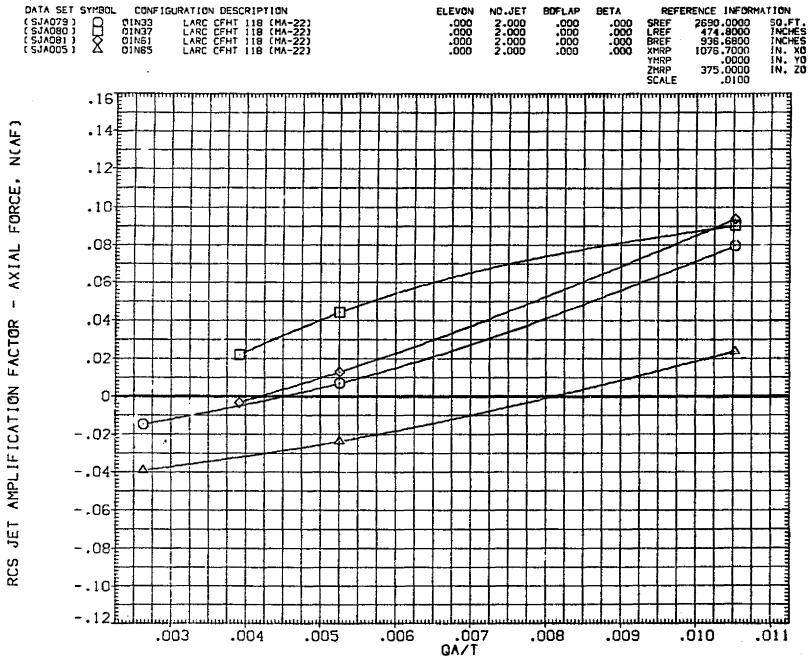


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS



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FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(F)ALPHA = 2.00

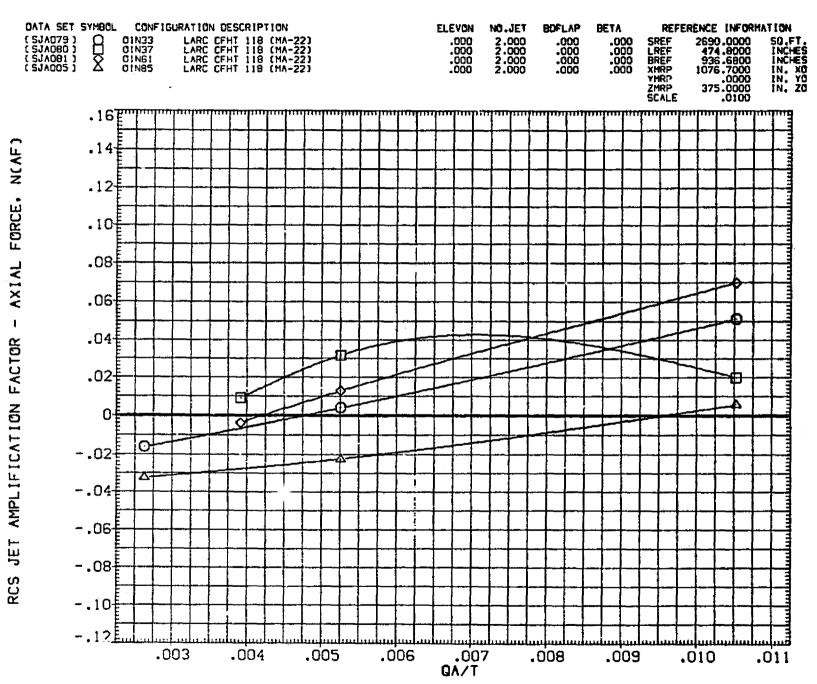


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(G)ALPHA = 4.00

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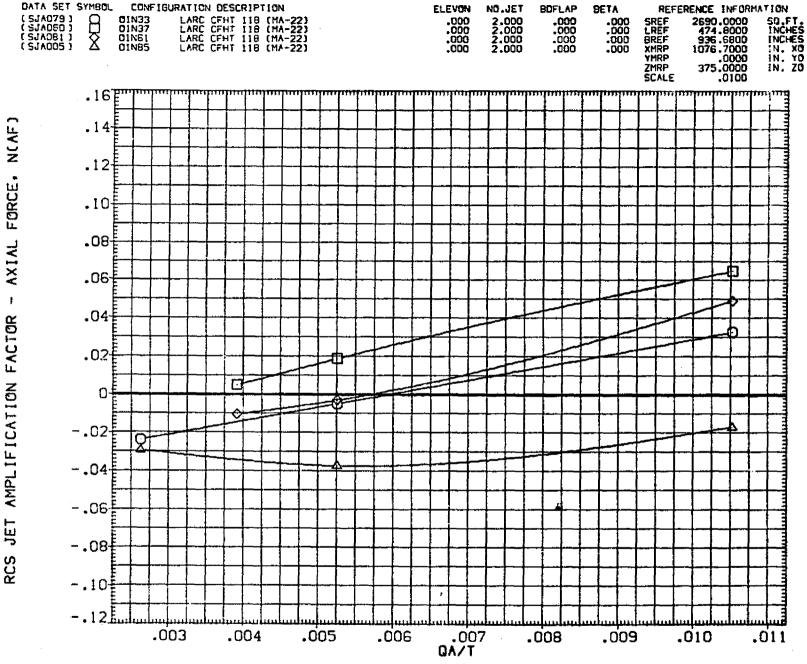


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS
CHOALPHA = 6.00

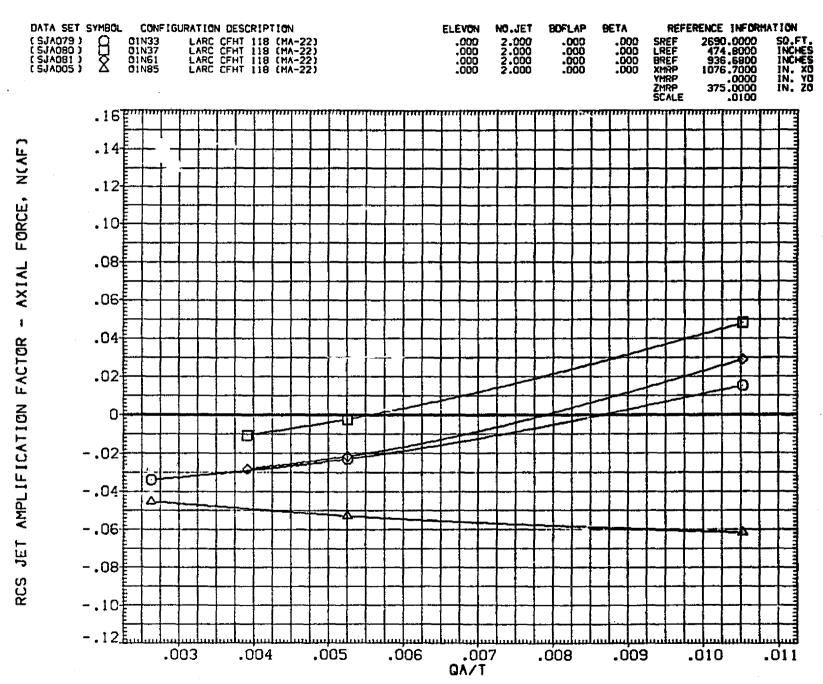


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

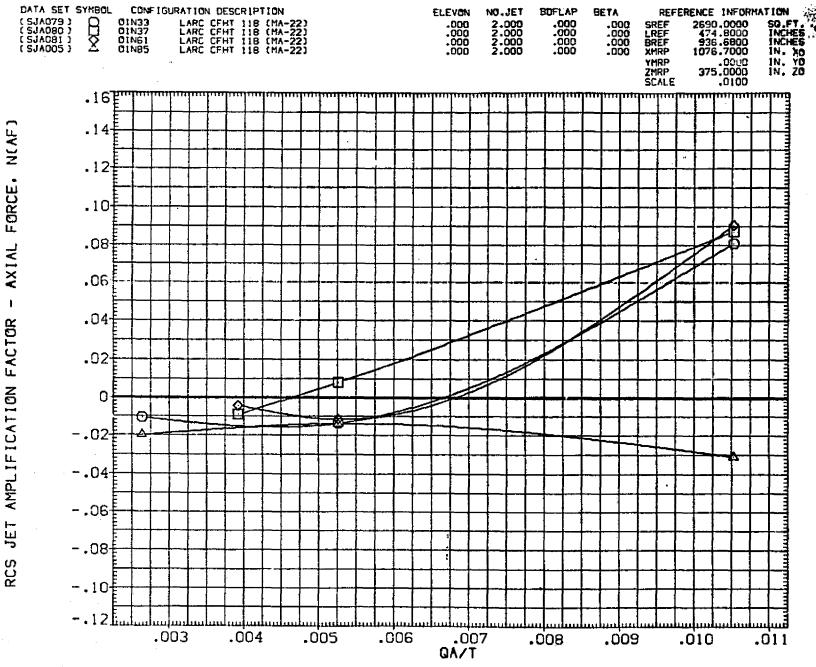


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(J)ALPHA = 10.00

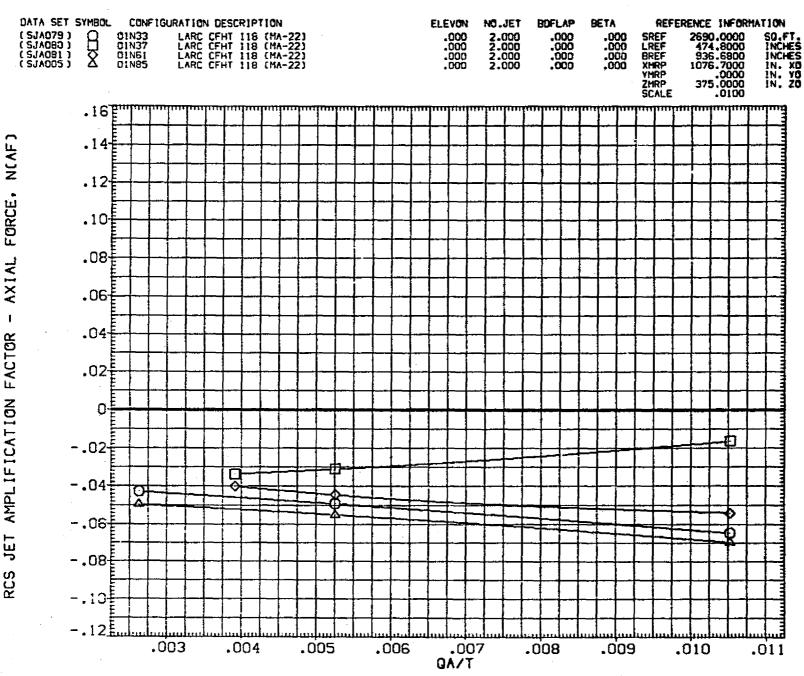


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(K)ALPHA = 15.00

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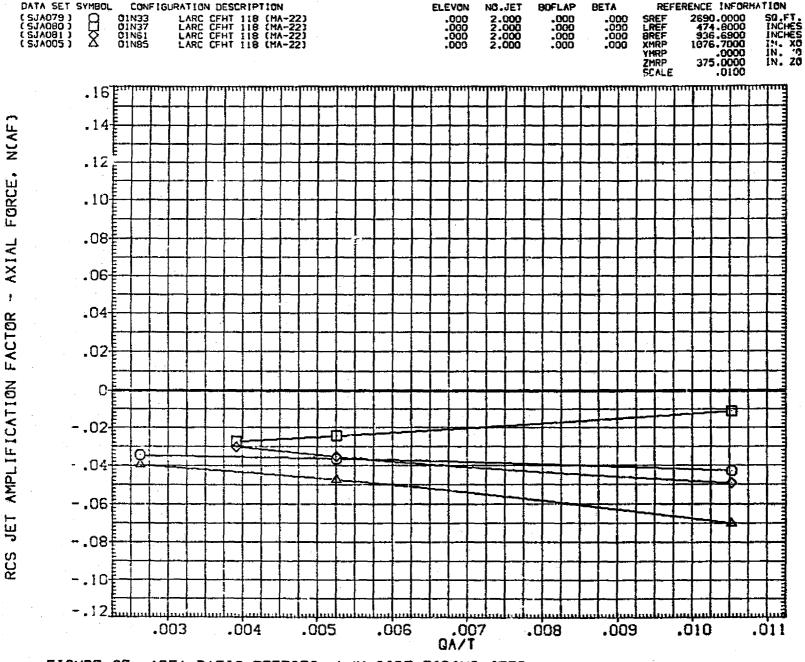


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS



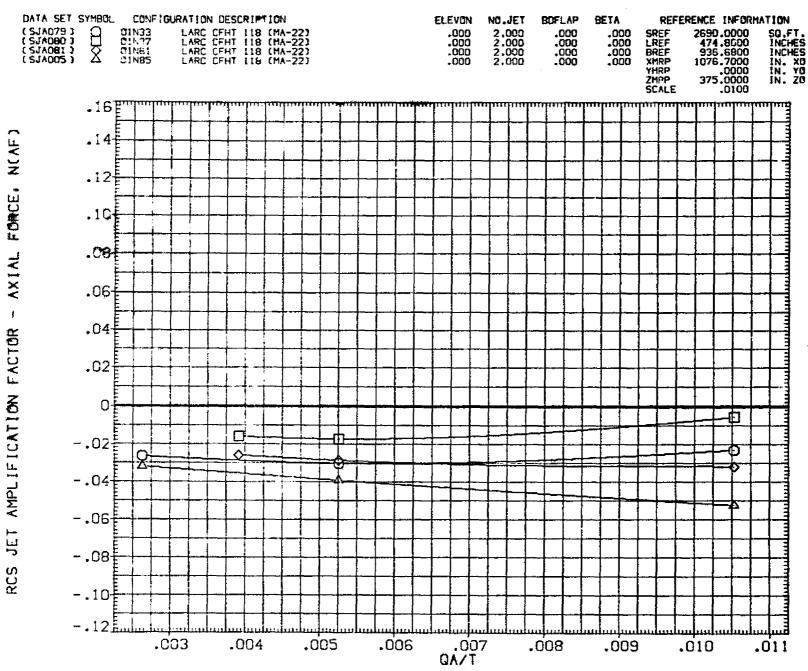


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (M)ALPHA = 25.00

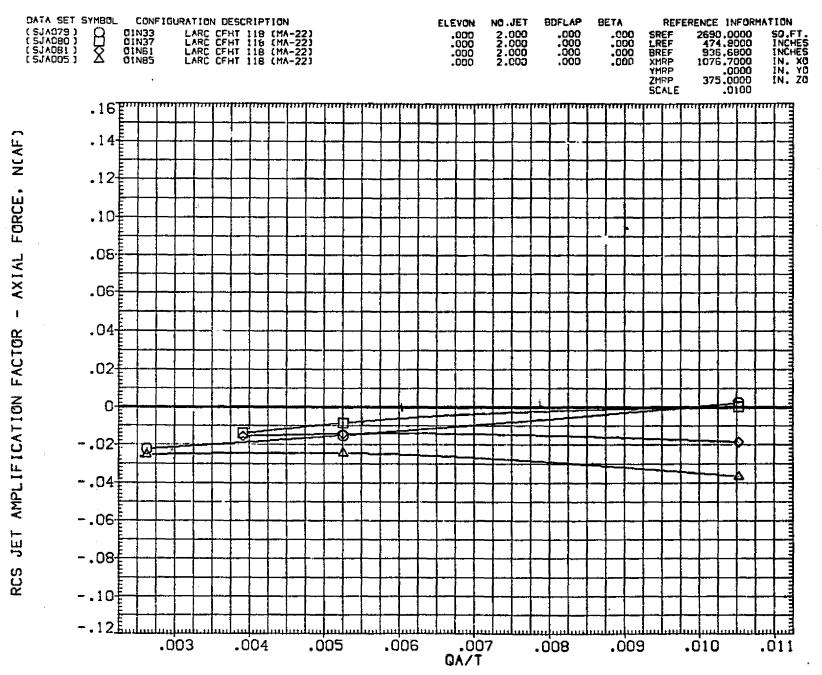


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(N)ALPHA = 30.00

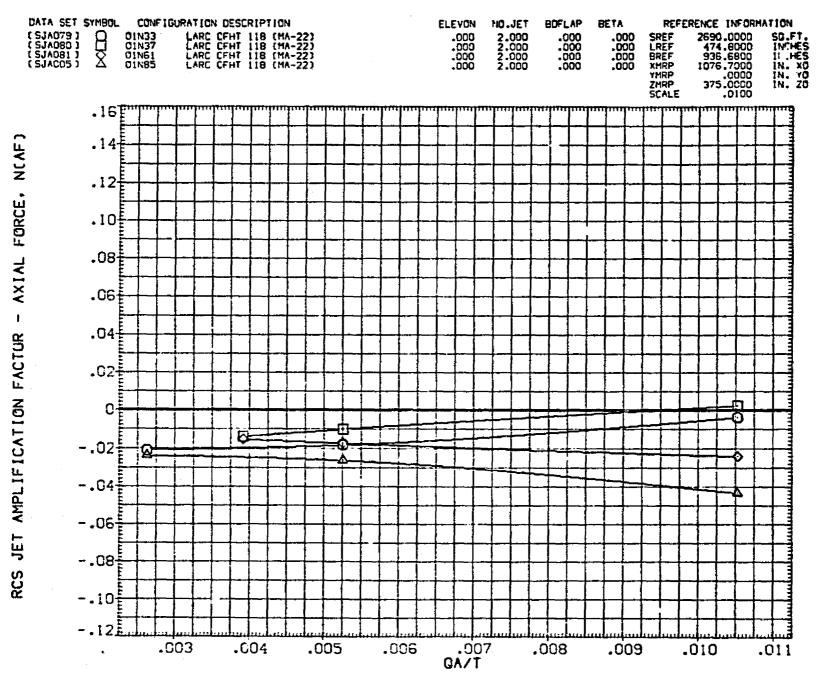


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(C)ALPHA = 35.00

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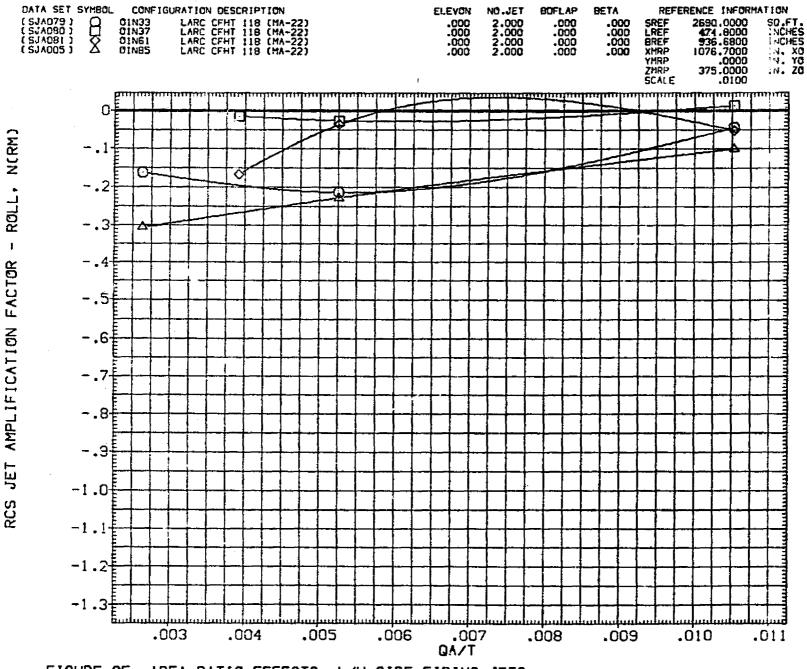


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

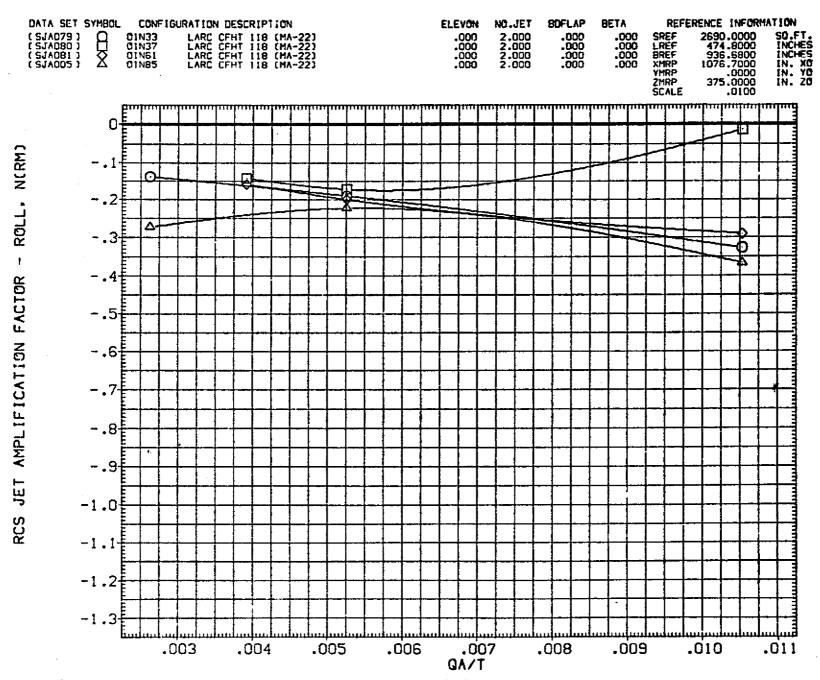


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(B)ALPHA = -6.00

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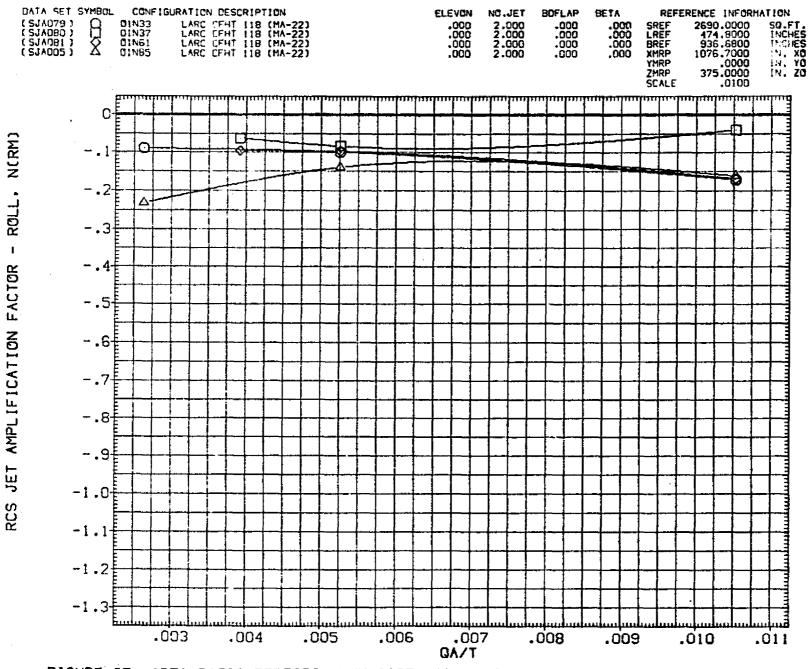


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (C)ALPHA = -4.00

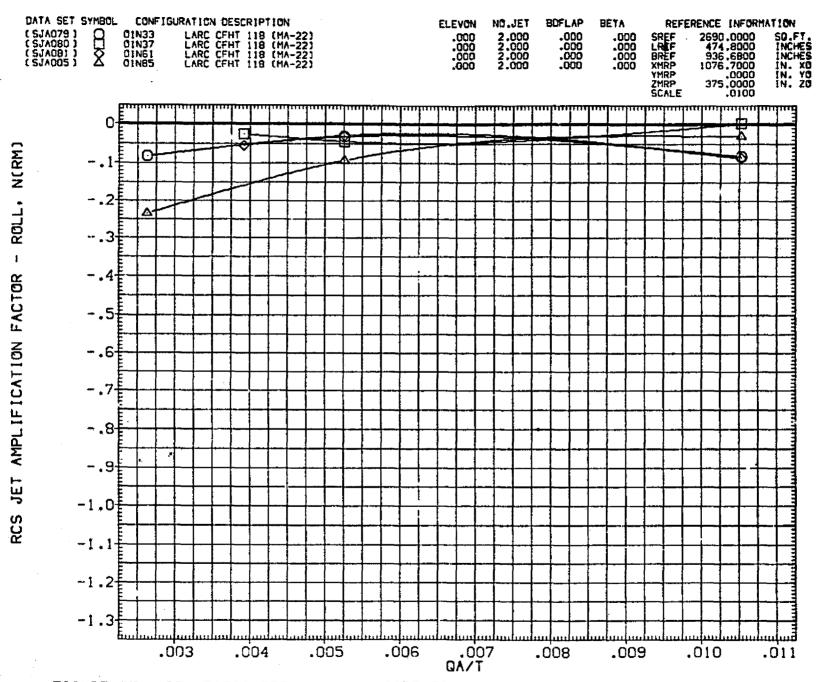


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(D)ALPHA = -2.00

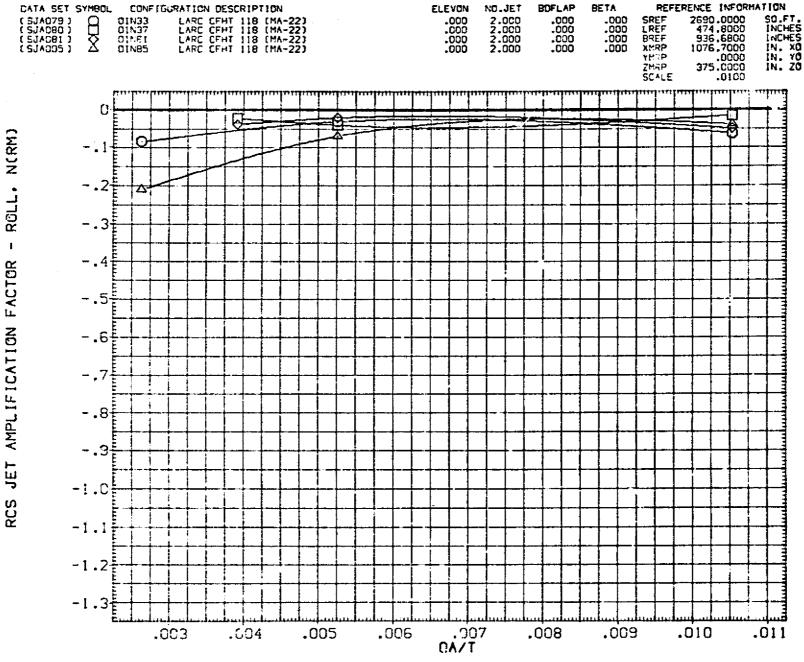


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

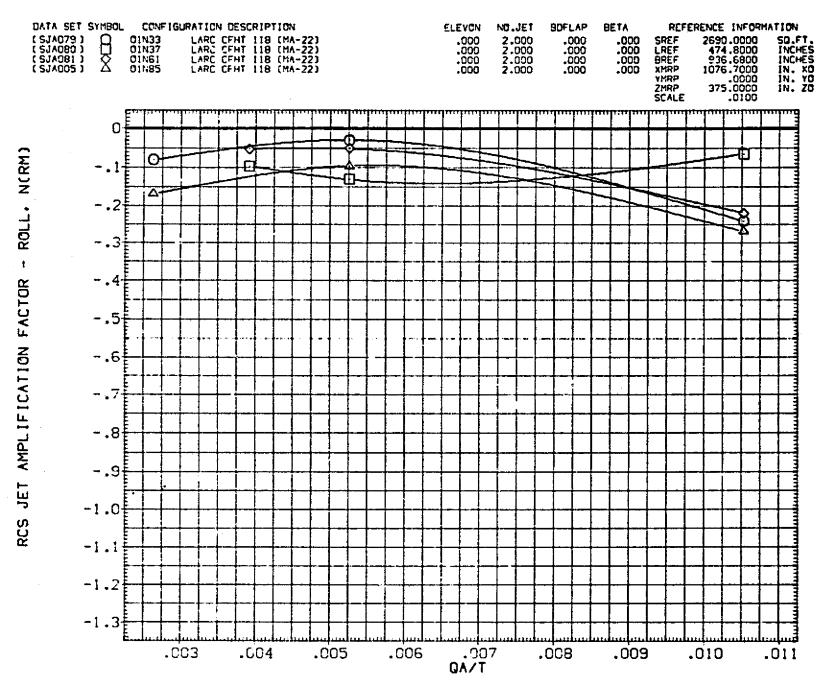
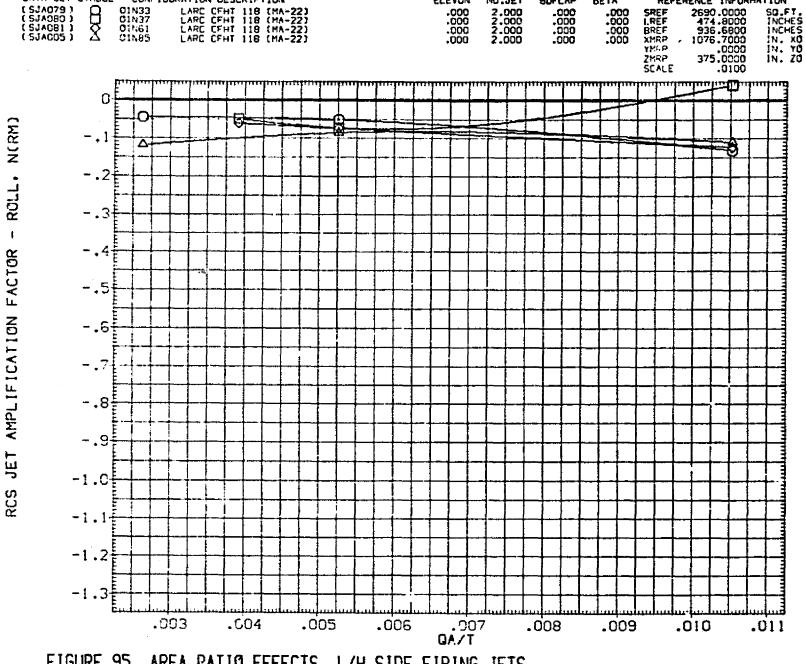


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS



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FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(G)ALPHA = 4.00

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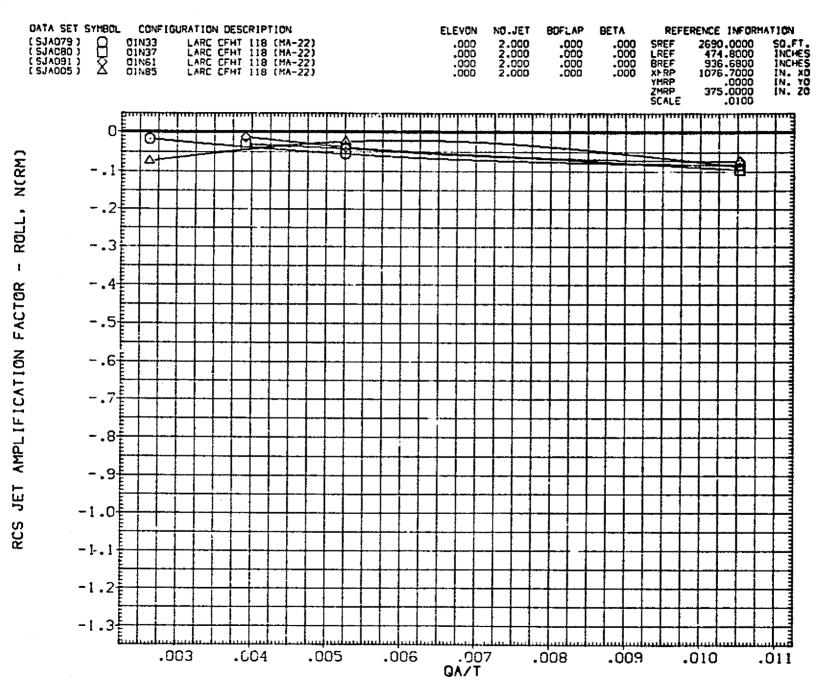


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(H)ALPHA = 6.00

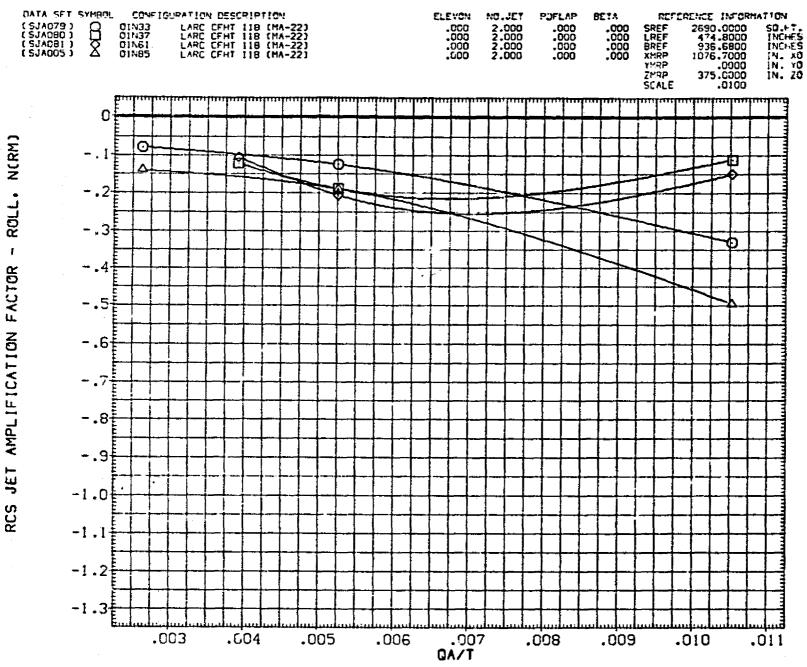


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

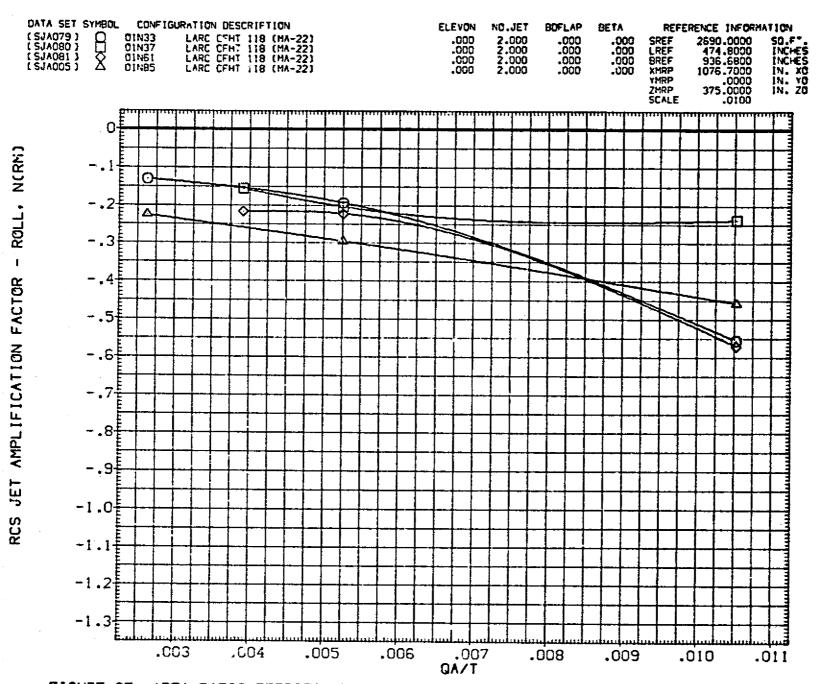


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (J)ALPHA = 10.00

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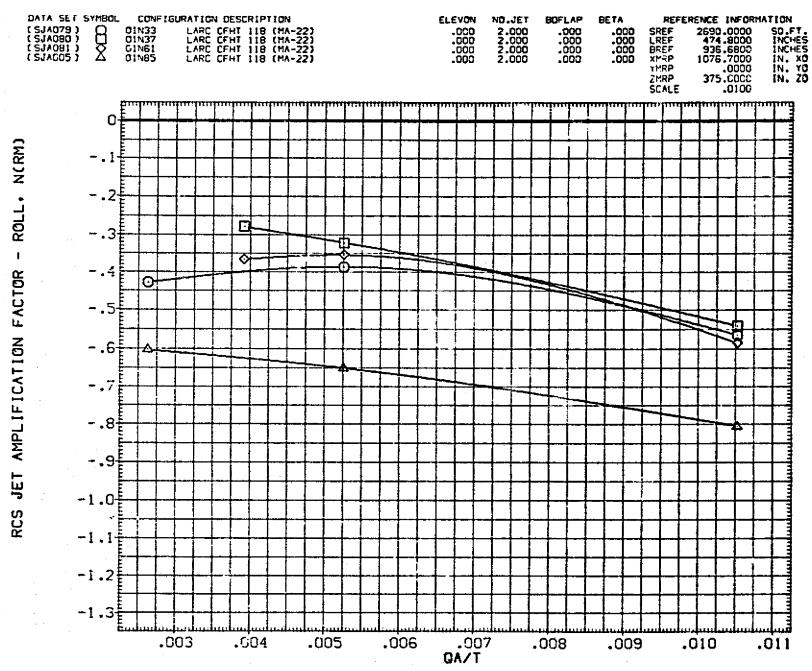


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (K)ALPHA = 15.00

and the second

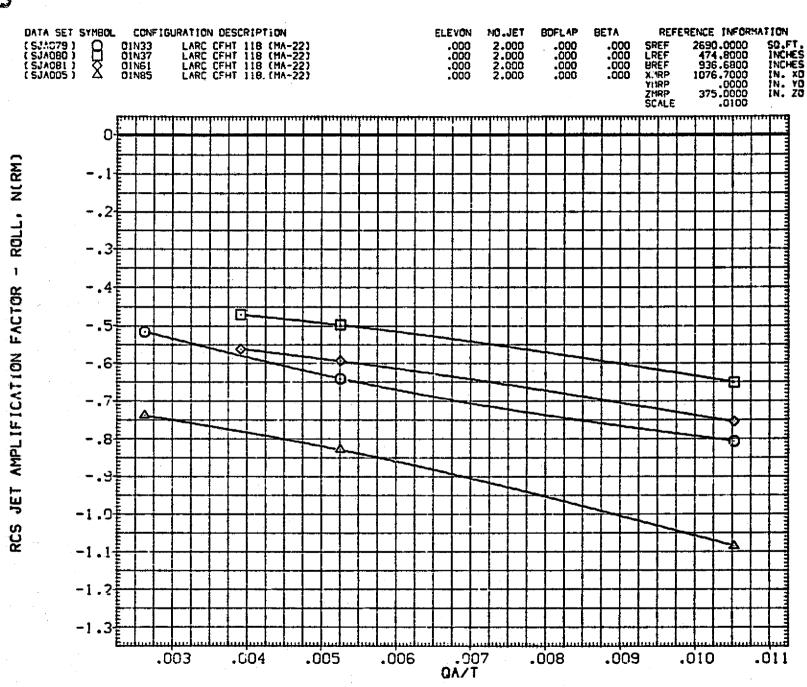


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

[L]ALPHA = 20.00

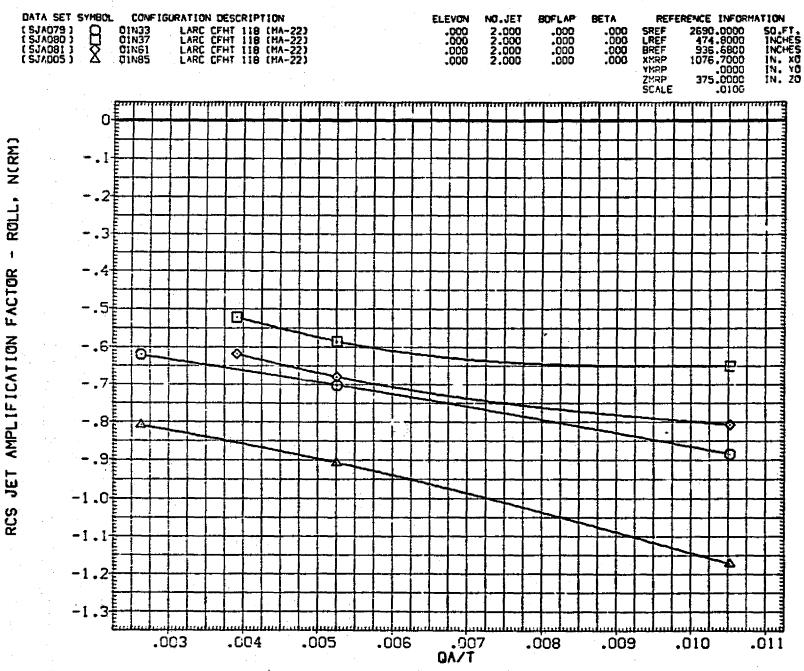


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (M)ALPHA = 25.00

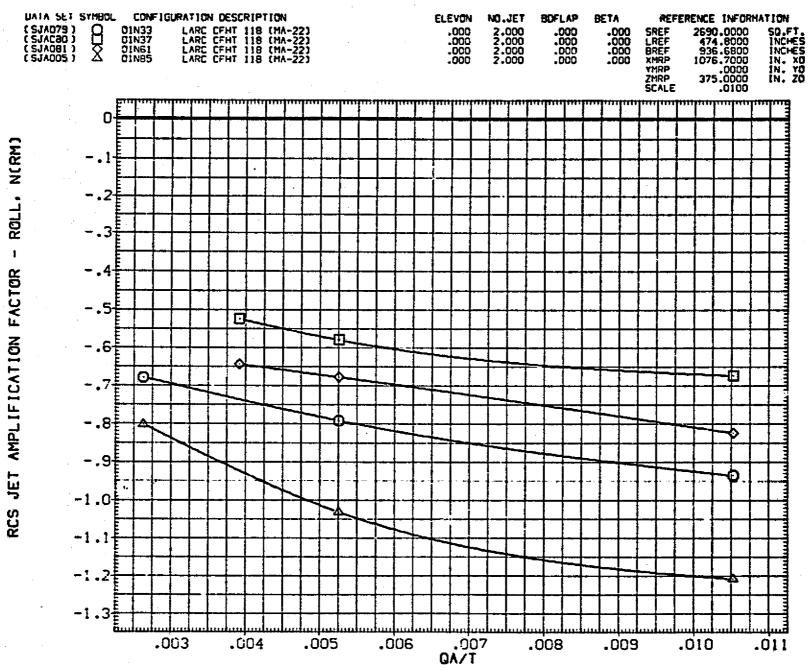


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(N)ALPHA = 30.00

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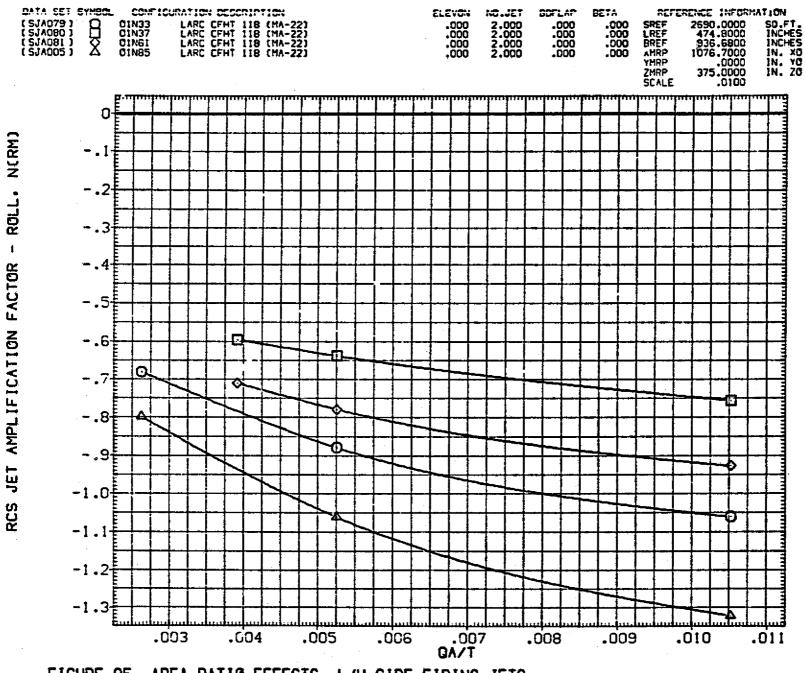


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (O)ALPHA = 35.00

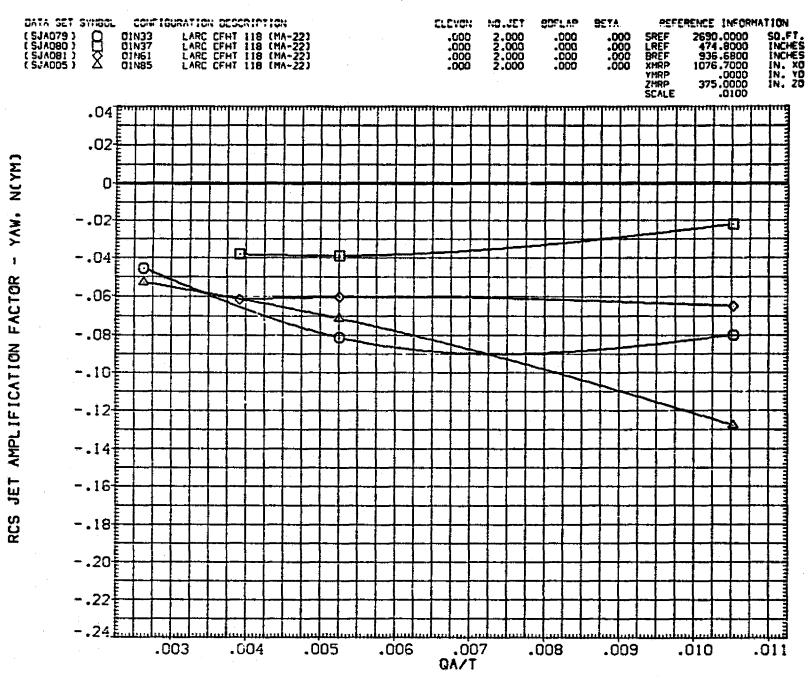


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

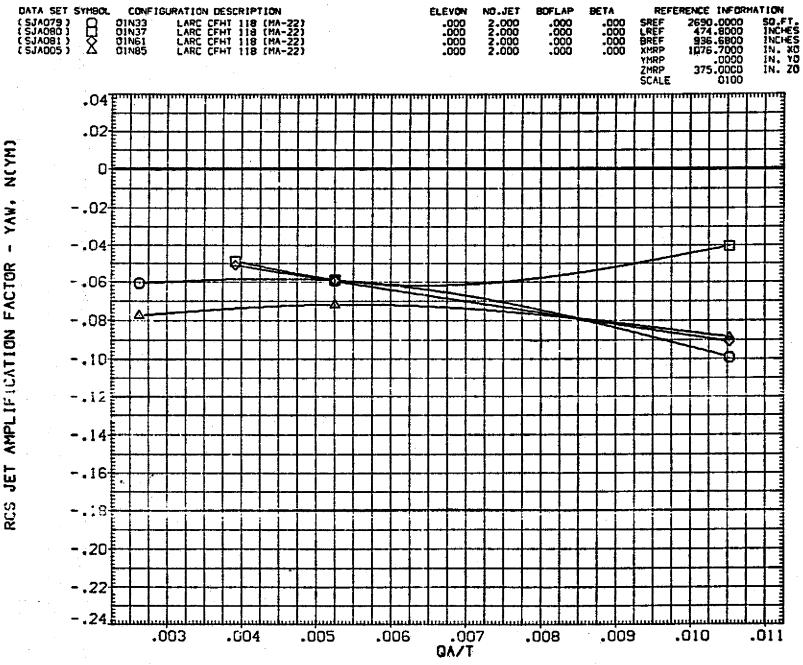


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(B)ALPHA = -6.00

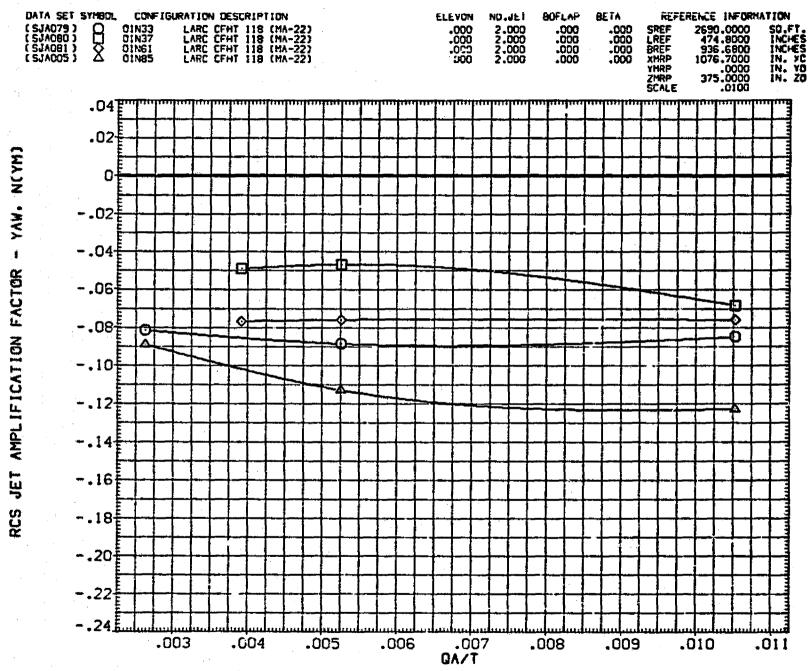


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

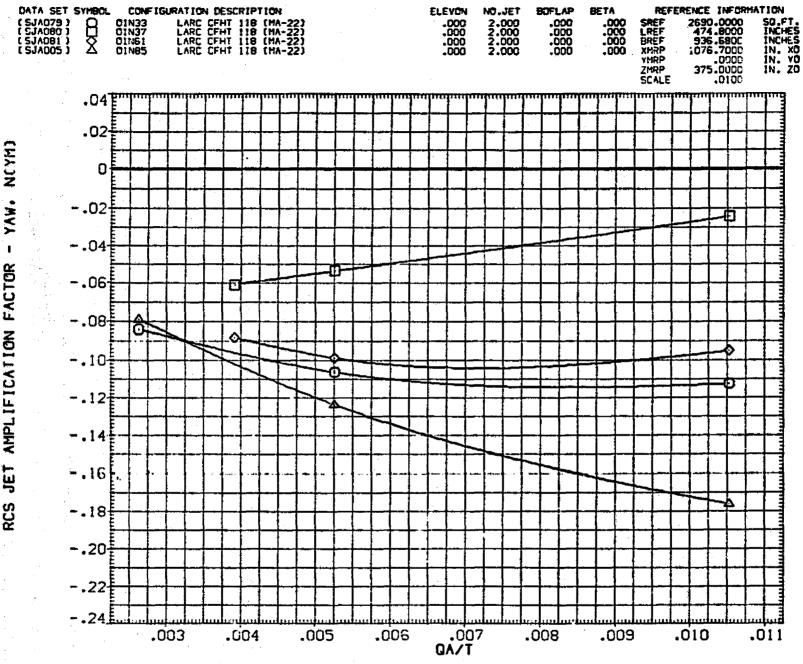


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

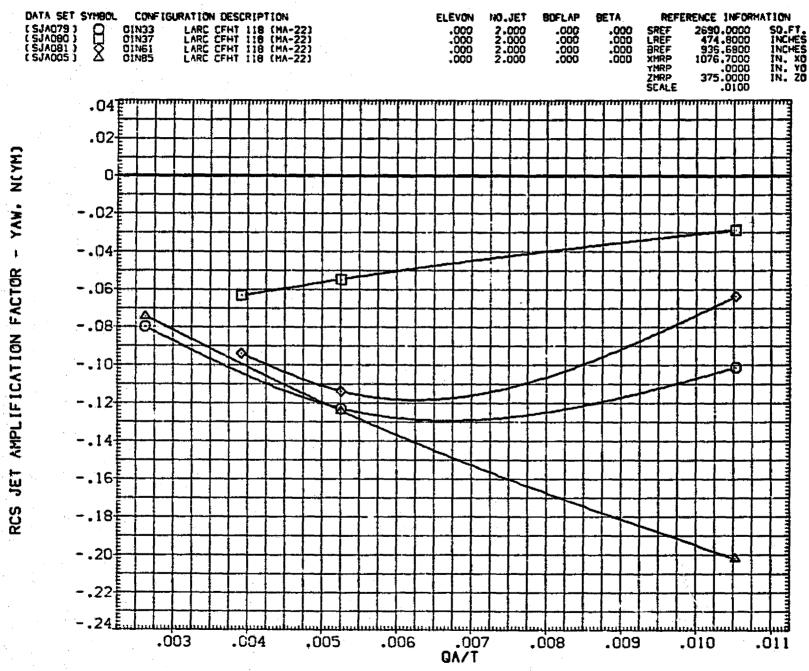


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

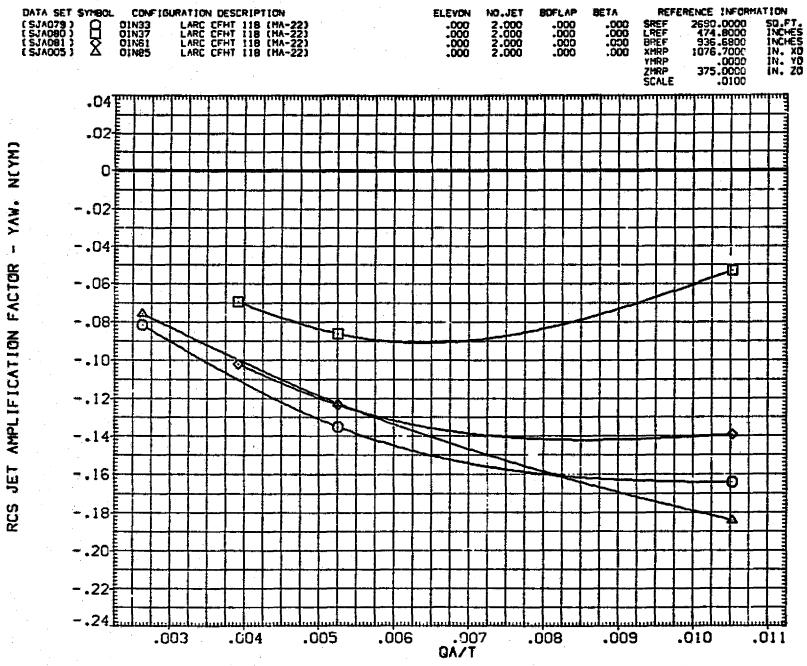


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

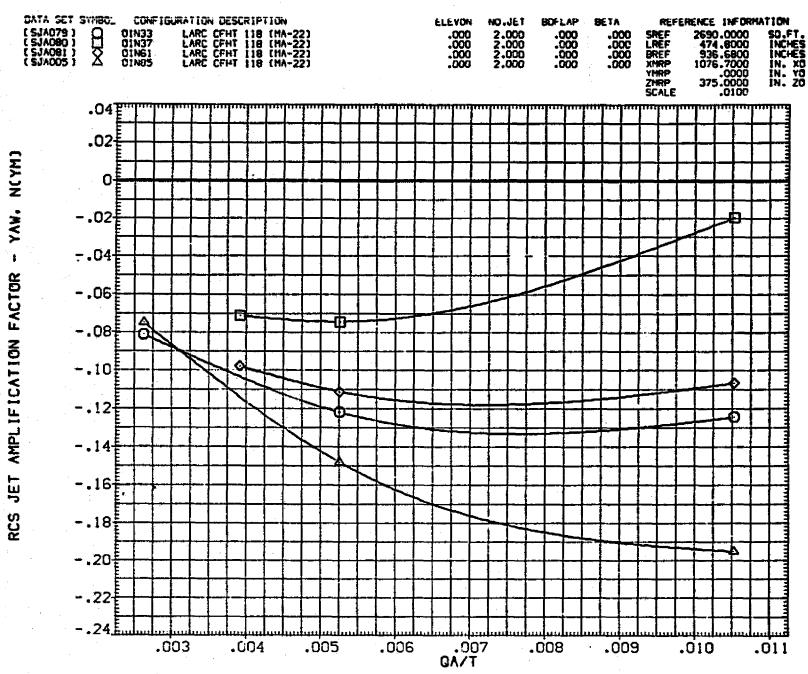


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(G)ALPHA = 4.00

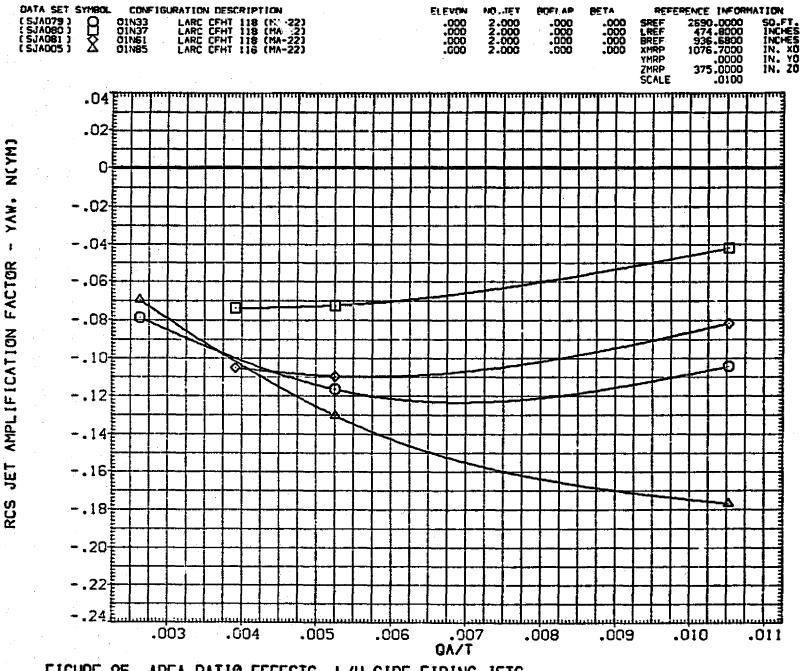


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (H)ALPHA = 6.00

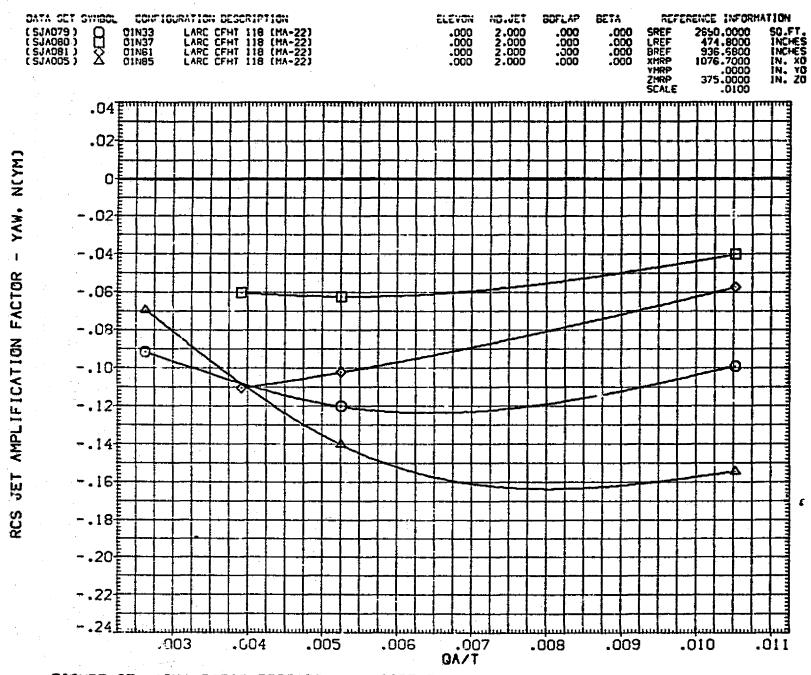


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

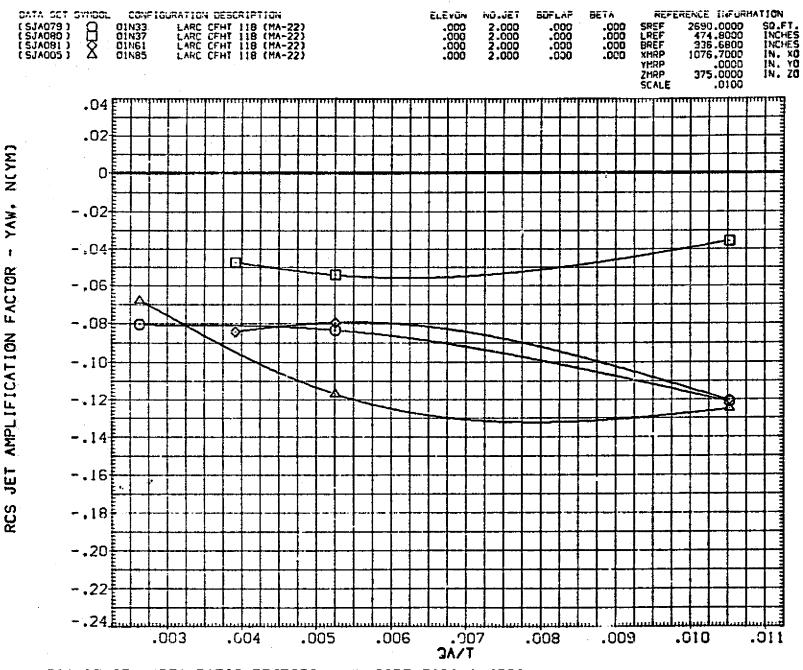


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (J)ALPHA = 10.00

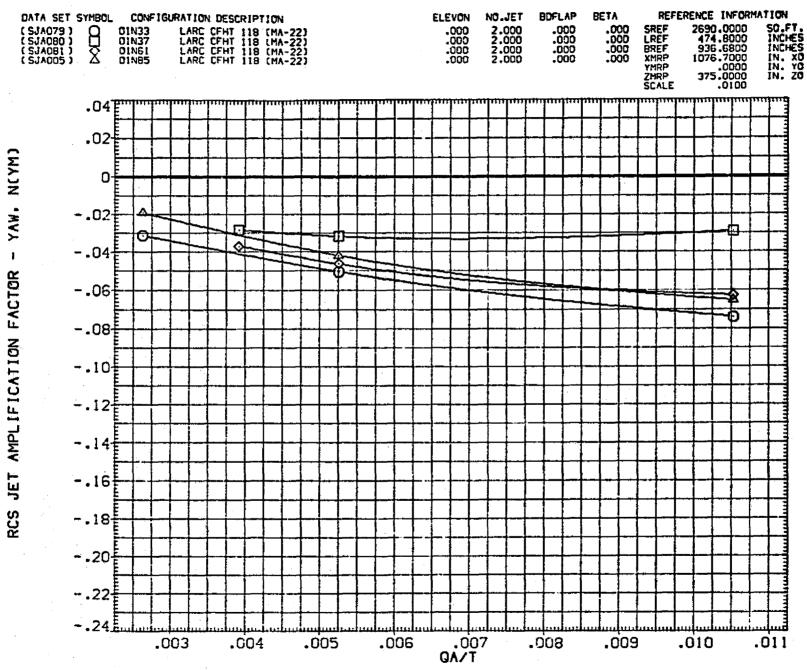


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (K)ALPHA = 15.00

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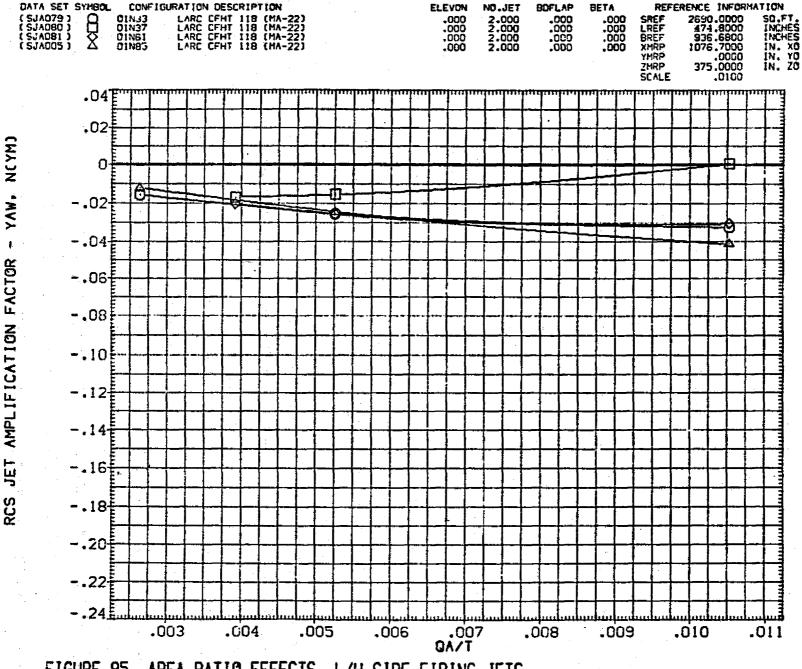


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (L)ALPHA = 20.00

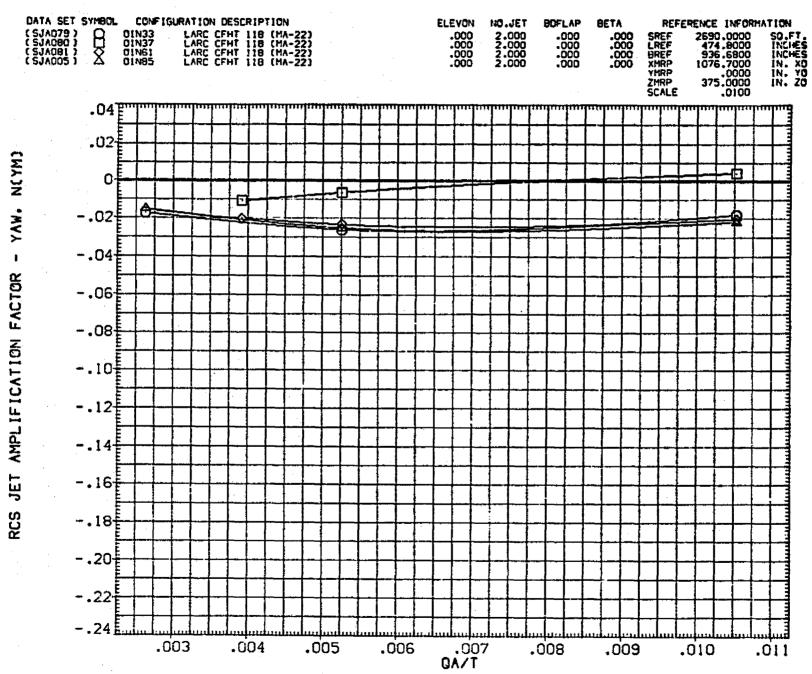


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(M)ALPHA = 25.00

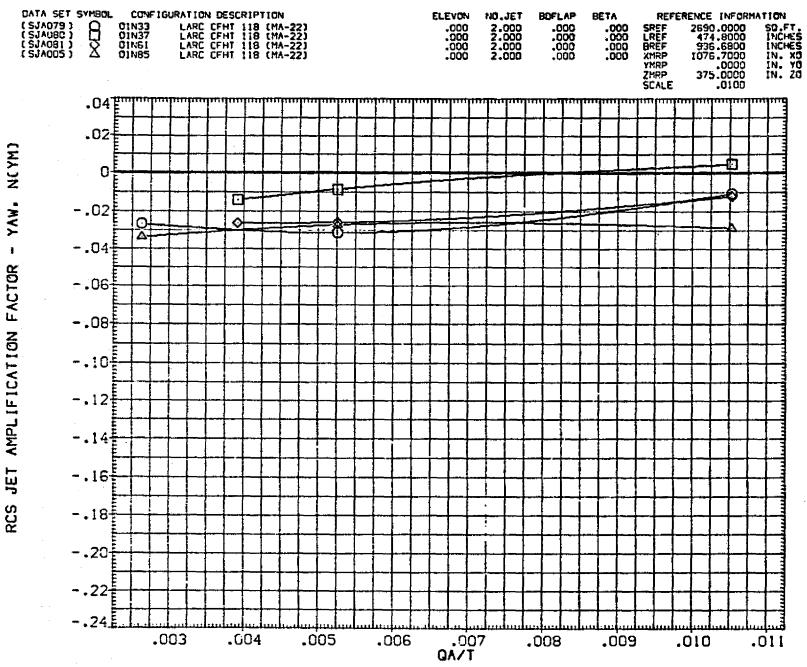


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(N)ALPHA = 30.00

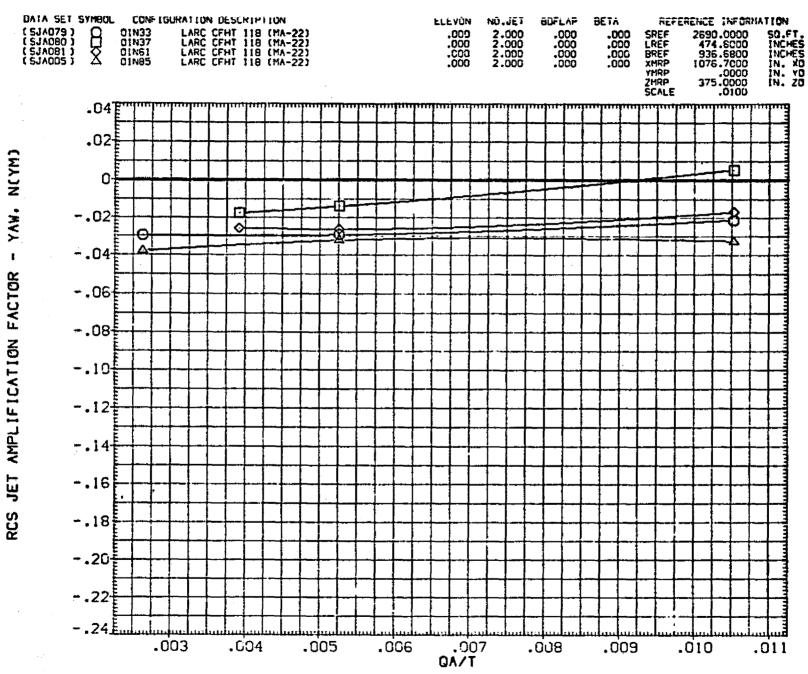


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (0) ALPHA = 35.00

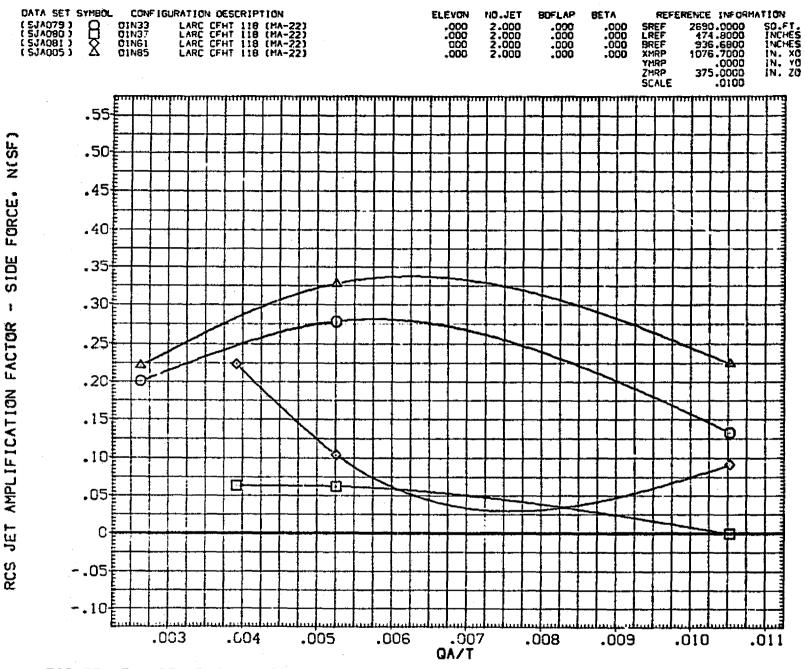


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS
(A)ALPHA = -8.00

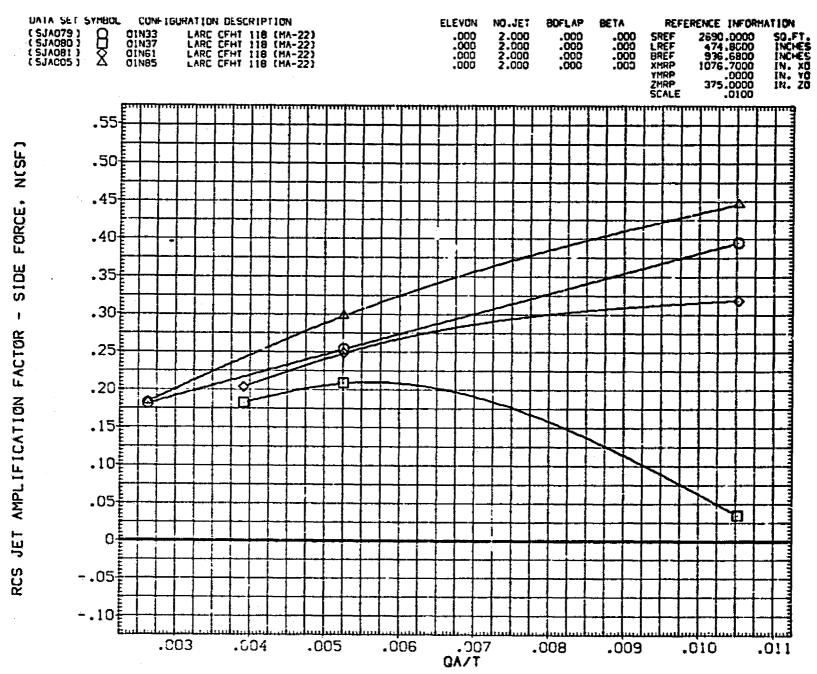


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS
(B)ALPHA = -6.00

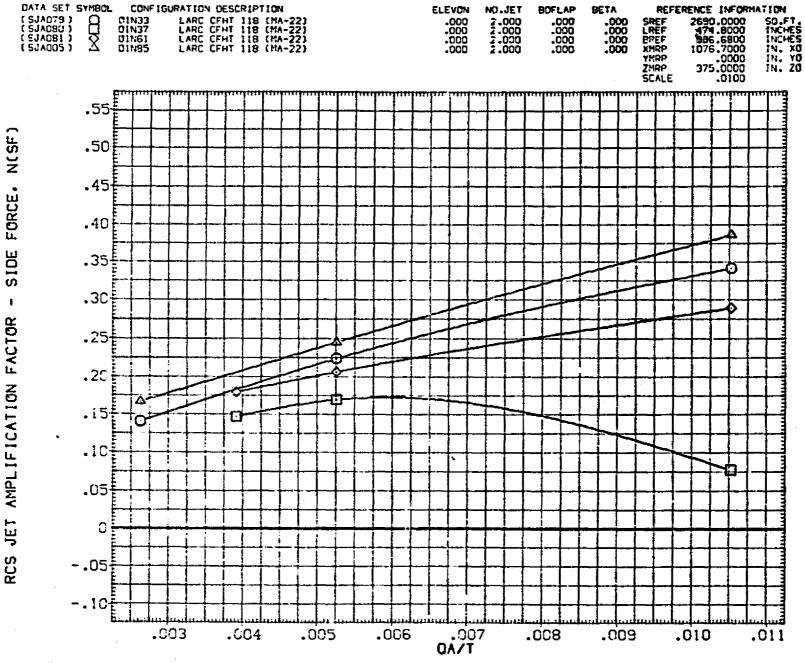


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

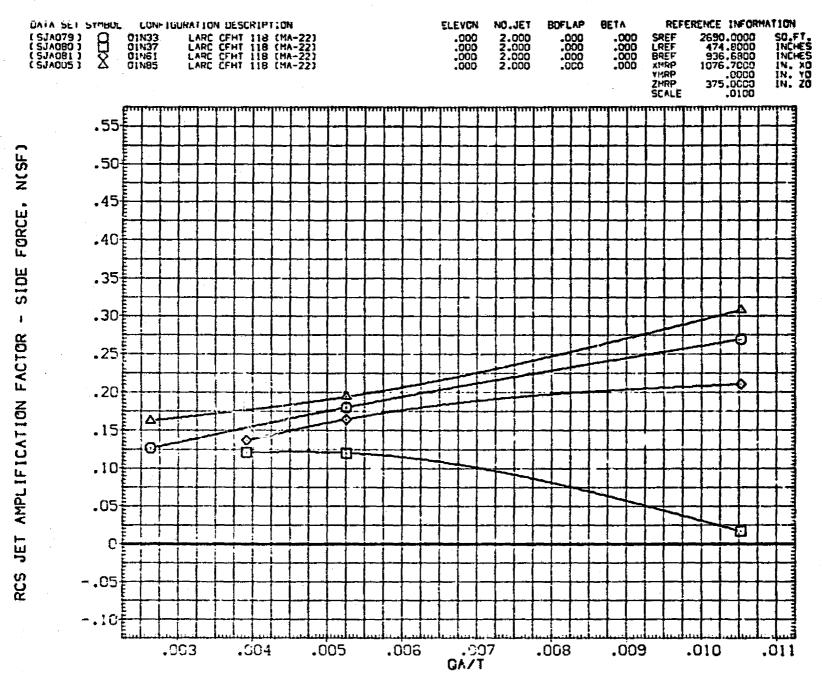


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

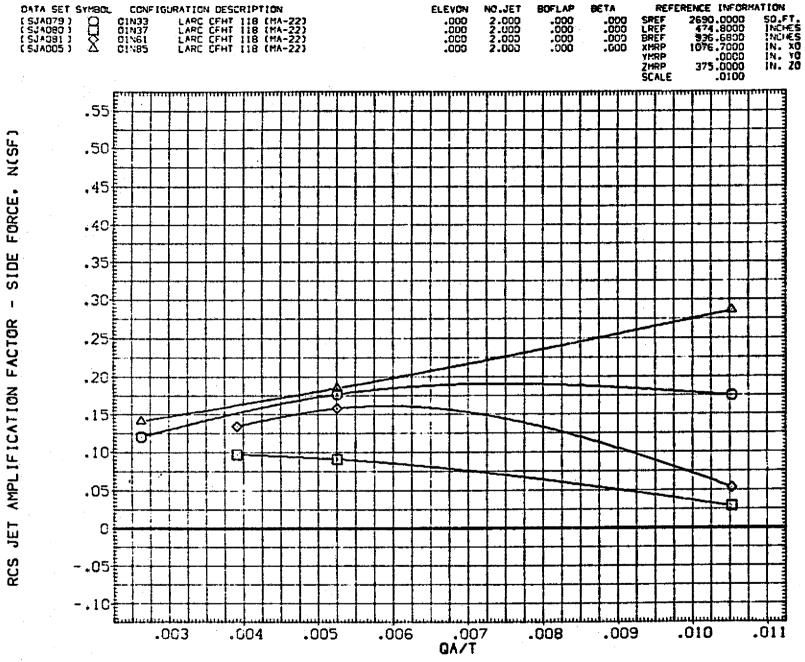


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

(E)ALPHA = .00

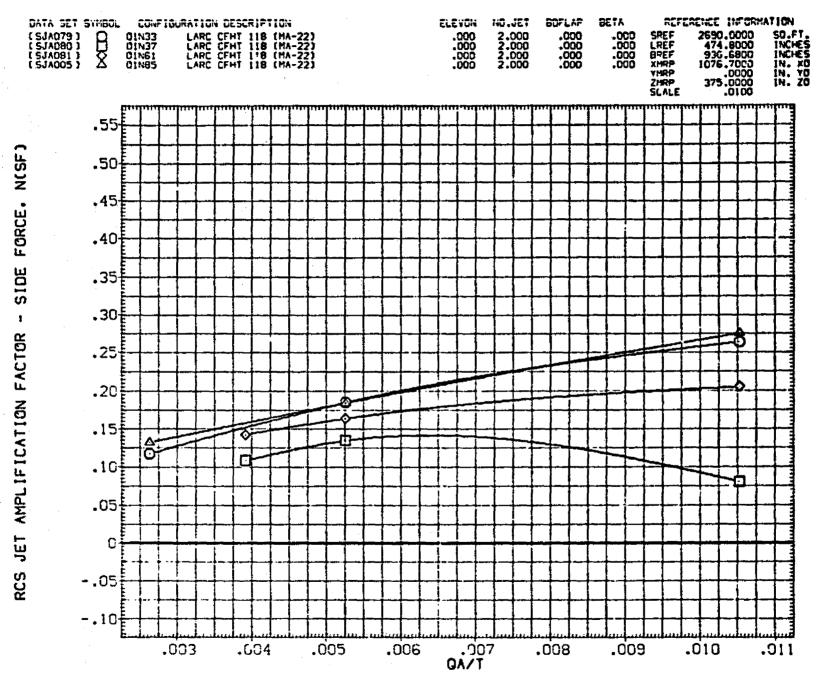


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS

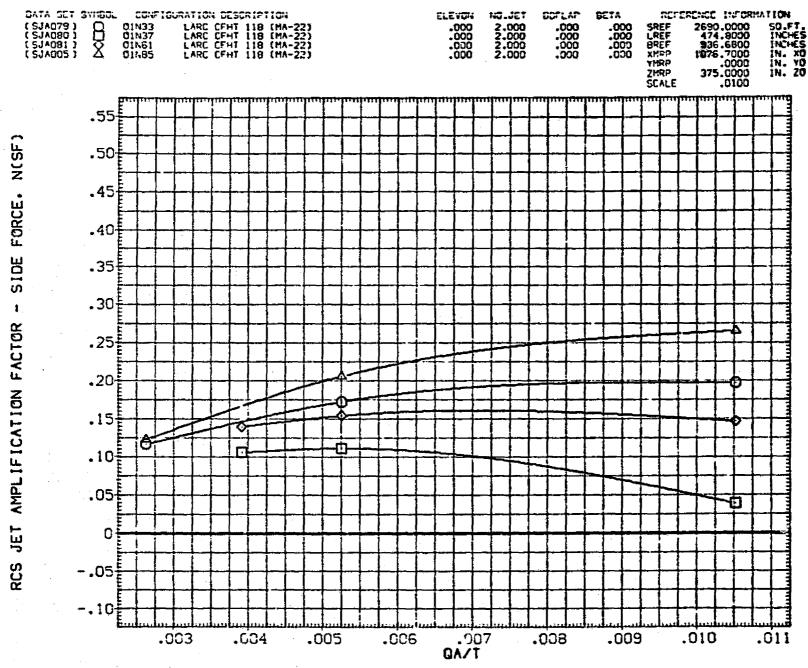


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (G)ALPHA = 4.00

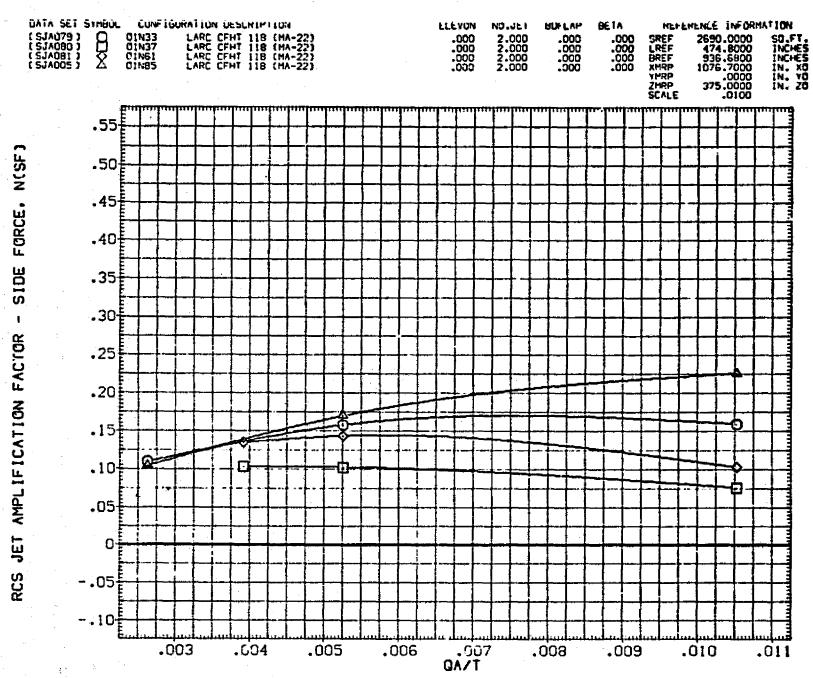


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (H)ALPHA = 6.00

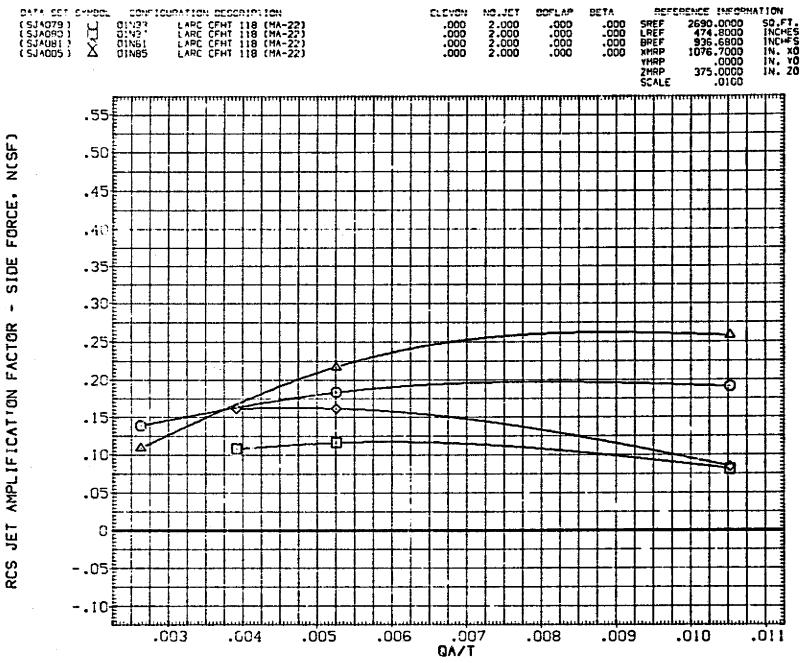


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS

(1)ALPHA = 8.00

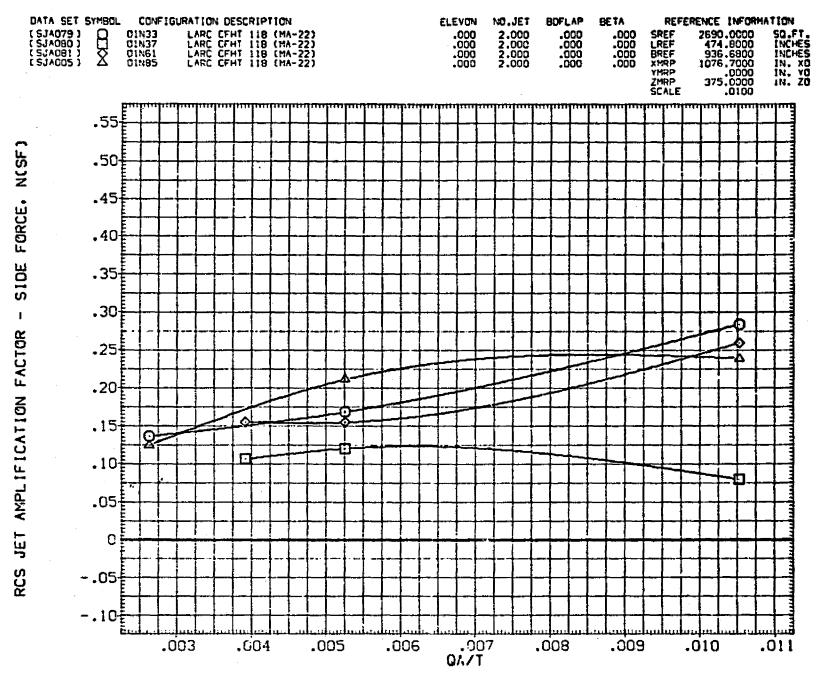


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

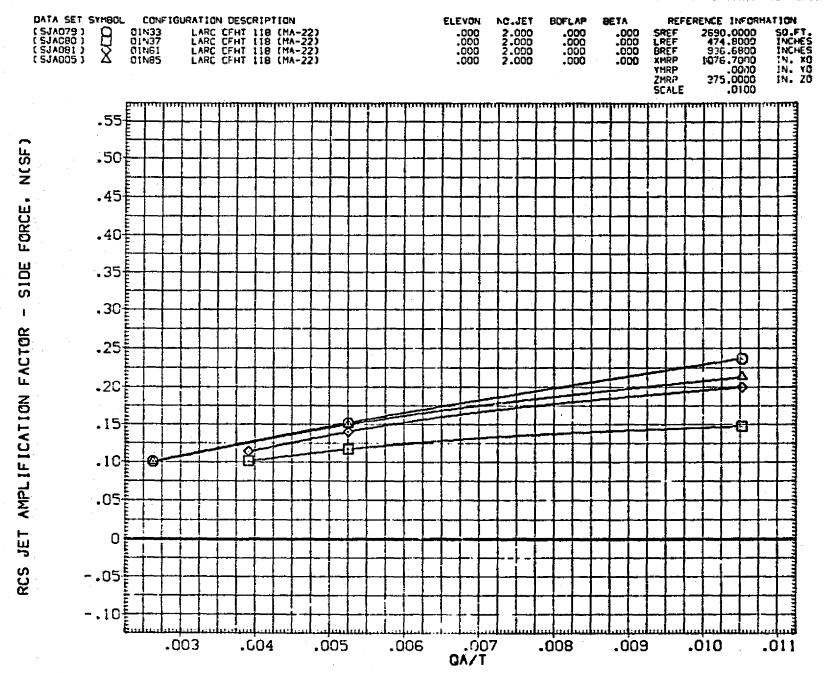


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (K)ALPHA = 15.00

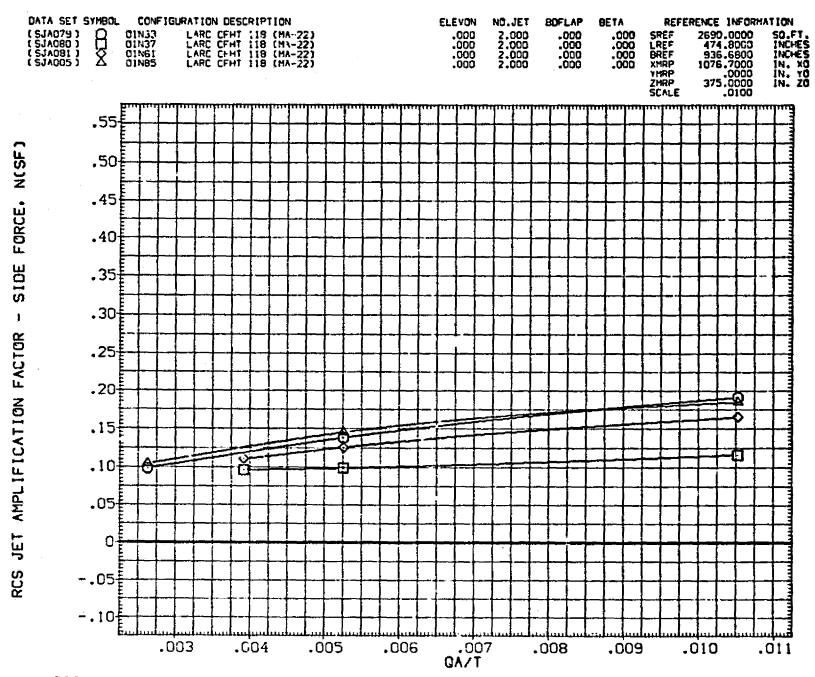


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (L)ALPHA = 20.00

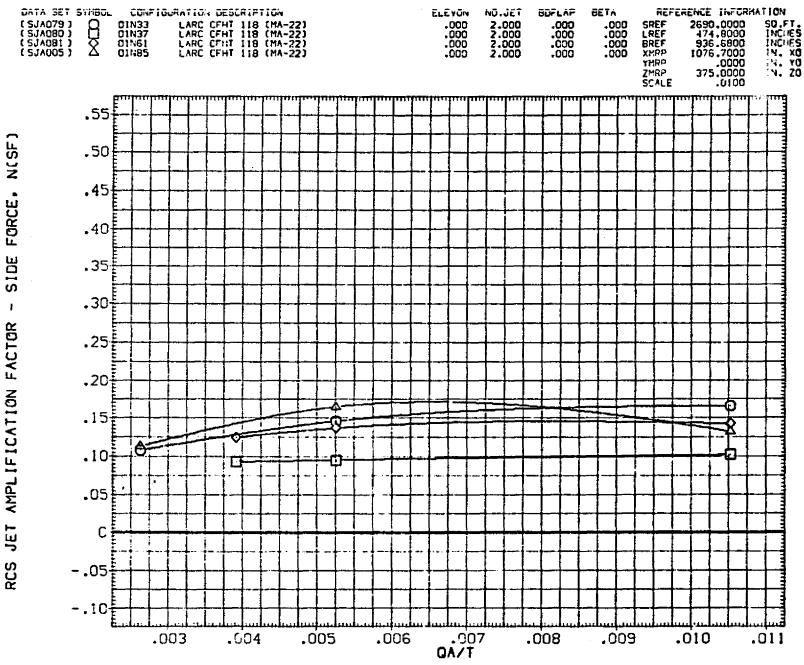


FIGURE 95. AREA RATIO EFFECTS. L/H SIDE FIRING JETS (M)ALPHA = 25.00

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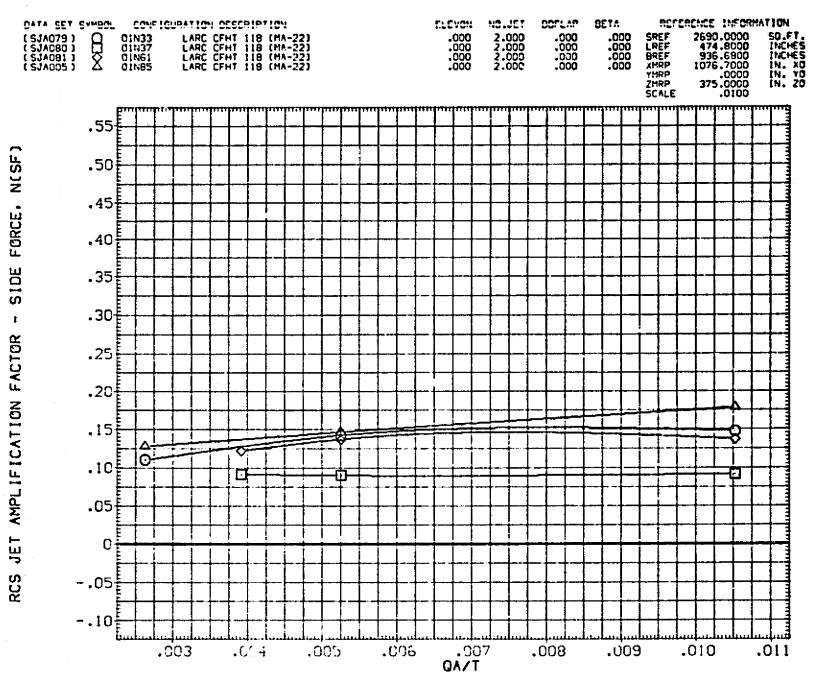


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS (N)ALPHA = 30.00

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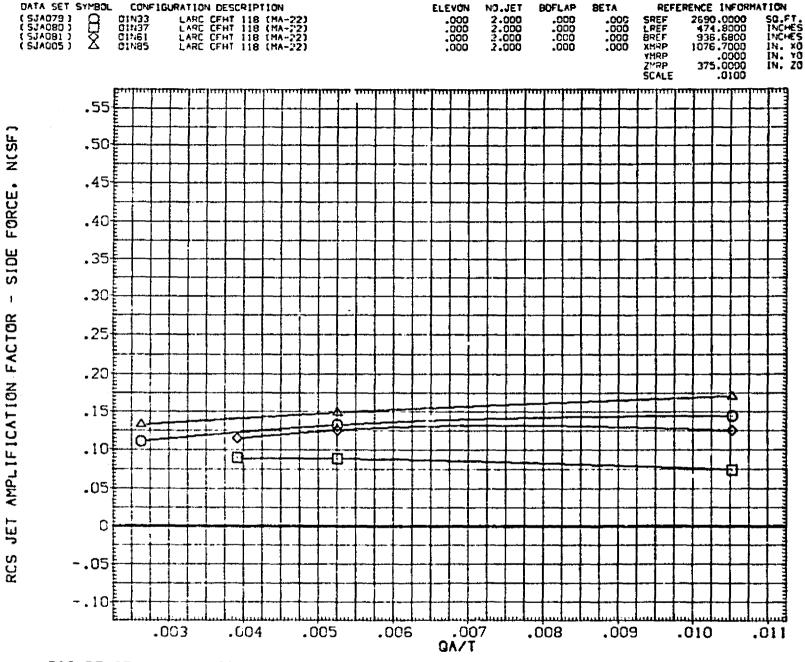


FIGURE 95. AREA RATIO EFFECTS, L/H SIDE FIRING JETS

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(C)ALPHA = 35.00
